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FIRST UK TEST



**NEW MERC GLC
vs BMW X3 & Audi Q5**

10 Feb-1 Mar Special Issue 1,408



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SPIED Jag's baby F-Pace
We catch Evoque-based SUV on test

EXCLUSIVE IMAGES New MINI Countryman



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14 Exclusive images of new Countryman

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F-PACE
SPIED ON
TEST**
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80 New Mercedes GLC goes head-to-head with Q5 and X3

**Online
this week**



Wraps come off Kia's new hybrid crossover

KIA is set to reveal its Niro crossover at the Chicago Motor Show this week, and we'll be at the show to bring you all the details live on our website.

The hybrid crossover will use a 104bhp 1.6-litre petrol engine and a 32kW electric motor for low emissions of under 90g/km. We expect fuel economy to be similarly impressive, too. The car will sit on an all-new platform, with the Niro forming the basis of Kia's future eco cars. Log on to see what we make of it.

**For more visit
autoexpress.co.uk**

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Editor: Graham Hope

Deputy editor: John McIlroy

News

News editor: Richard Ingram

Deputy news editor: Jonathan Burn

News reporters: Lawrence Allan, Sam Naylor

Road tests

Road test editor: James Disdale

Deputy road test editor: Dean Gibson

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Managing editor: Stuart Morton

Sub-editor: Stuart Newman

Production editor: Becky Wells

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Website editor: Steve Walker

Editor-at-large and

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Web producer: Pete Baiden

Content editors: Jake Groves, Tom Wiltshire,

Chris Rosamond

Carbuyer editor: Stuart Milne

Carbuyer web producer: Tom Goodlad

Carbuyer sub-editor: Stephen Errity

Carbuyer content editors: William Morris,

James Richardson, Hugo Griffiths

Design & Pictures

Art director: Darren Wilson

Deputy art editor: George Vedmore

Designer: Danny Brown

Picture editor: Dawn Grant

Senior photographer: Pete Gibson

Staff photographer: Otis Clay

Special Contributors

Steve Sutcliffe, Mike Rutherford,

Kim Adams, Andreas Conrad,

Peter Lyon, Sarah Bradley, Julie Sinclair

Advertising & Promotions

Brand director: Sarah Johns

Advertising manager: Helen Ruane

Account managers: Simon Matthews, Tara Charles

Senior sales executive: Alexander Rumble

Sales executive: Emily Lowe

Research director (Driver Power): Seema Hope

Senior production executive: Anisha Mogra

Head of digital: Elaine dela Cruz

Managing director: Julian-Lloyd Evans

Publishing director: James Burnay

Newstrade manager: David Barker

Digital marketing manager: Anna Marley

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Dennis Publishing Ltd

Group managing director: Ian Westwood

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Group finance director: Ian Leggett

Chief executive: James Tye

Company founder: Felix Dennis

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AUTO EXPRESS ROAD TESTS

All Auto Express tests are carried out at private proving grounds where cars

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many miles of mixed public roads before delivering its Road Test Verdict.

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Why Europe's big car makers still have China in their sights



AE YOU may have read some alarmist stories recently regarding the Chinese economy. And the slowdown in the growth of the auto industry there is always a concern for car company execs.

But a sense of perspective is needed, as I found out on a flying visit to Renault's first Chinese factory, operated jointly with Dongfeng in the city of Wuhan.

As Renault CEO Carlos Ghosn told me: "Because we've gone from 10 per cent growth to five per cent growth, people think the whole thing is collapsing. But it's not true. Ten per cent growth would mean an extra two million cars a year sold. It's impossible."

Continued Ghosn: "Five per cent a year is a million extra cars a year. That's still a lot – and it's sustainable." To put that into context, 2.6 million new cars were registered across the UK in 2015.

Little wonder, then, that Renault has built a vast factory on a greenfield site in the car-manufacturing city known as China's Detroit in a barely credible two years. It'll produce Kadjars initially (above), to be followed by a new larger SUV that shares a platform with Nissan's X-Trail. In China, as here, SUVs are big business – they took 30 per cent of the 21.2 million car sales in 2015, with the sector up by 53 per cent.

It's also no surprise that Renault – that most French of companies – is clearly prioritising the Chinese market when it comes to the new SUV. It'll be unveiled in China, probably at April's Beijing Motor Show, and still isn't even confirmed for sale in Europe (although insiders say it'll definitely come).

With 25 million car sales up for grabs by 2020, and the current ownership rate still only 100 per 1,000 inhabitants, you can understand its thinking.

So while the slowdown may be real, don't expect any radical shift in focus from the manufacturers. China will remain an irresistible lure for some time to come, and understandably so.



GRAHAM HOPE
Editor

Graham_Hope@dennis.co.uk

Contact us

Dennis Publishing Ltd,
30 Cleveland Street,
London W1T 4JD

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- Diesel and petrol models put through paces on wintry track
- SUV is bigger and more refined, with stronger performance



John McIlroy
John.McIlroy@dennis.co.uk
@johnmcilroy

AE SUCH is the strength of the family SUV market in the UK that VW views its latest Tiguan as 2016's most important new model. So Auto Express got behind the wheel in the Arctic Circle to see if it lives up to its billing.

A rival for mainstream SUVs like Nissan's Qashqai and more premium competition like the BMW X1, the Tiguan has grown substantially from the car it replaces in a bid to offer more interior space, boot capacity and towing ability. It's a key model for VW; the outgoing version is third in the brand's UK sales charts, just behind the Golf and Polo.

The SUV will be available with a choice of petrol engines – turbo 1.4 and 2.0-litre units – but the line-up is heavily focused on diesels. There's a 114bhp 1.6 that'll be the entry point for the range, plus 2.0-litres with either 148bhp or 178bhp. The Tiguan will also get a more potent 237bhp 2.0-litre twin-turbodiesel. First to arrive will be the 148bhp petrol and diesel models, both of which are driven here, but you'll be able to order any of them from April.

The standard layout will be four-wheel drive, combined with a seven-speed dual-clutch gearbox – which sounds surprising until VW points out that 75 per cent of Tiguan sold in the UK have been 4MOTION editions. Front-wheel-drive versions will be available, but they'll be manual only.

There's also likely to be a hybrid model, which could use a version of the plug-in

“The Tiguan's rear has clear references to the current Golf”

powertrain we've already seen in VW's Passat GTE. It should mix a 1.4-litre turbocharged petrol engine with an electric motor to give a combined output of around 215bhp, and emit less than 50g/km of CO₂.

In the metal, the new Tiguan looks more aggressive than the outgoing version, with the large grille emphasising its width in the same fashion as the most recent Passat, and a slightly lower stance completing the transformation. The rear has clear references to the current Golf, although it's chunkier around the bases of the C-pillars.

It's clearly larger, too, as VW has used the switch to the MQB chassis technology to increase the car's length and width. Naturally, that growth spurt brings greater practicality. There's more knee and headroom in the rear than before, and the seats can slide forward and backwards by around 170mm to allow you to prioritise passenger space or boot capacity.

The luggage compartment has increased by 145 litres to 615 litres – although the rise could be tempered by the variable-height boot floor that's likely to be standard on all UK models. It's still bigger than the Qashqai and Mazda CX-5's respective capacities, at least. With the rear seats lowered, the Tiguan offers 1,655 litres, a nice square shape and no loading lip.

Up front, the dash will look decidedly familiar to anyone who's experienced the latest Passat, or even the Mk7 Golf. The central infotainment screen and air-con vents are where you'd expect them to be, but as with most VWs, the lower down you look, the more basic the design gets. In general, though, perceived quality feels every bit a match for, say, an Audi Q3's.

The Tiguan does get a few MQB-related embellishments, too, with what VW calls an 'Active Info Display' available as an

Essentials

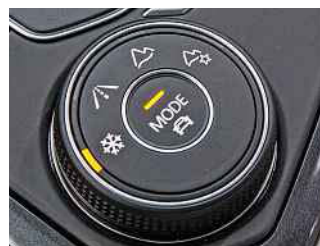
Volkswagen Tiguan 2.0 TSI 4MOTION

Price:	From £23,000
Engine:	2.0-litre 4cyl diesel
Power/torque:	148bhp/340Nm
Transmission:	Seven-speed auto, four-wheel drive
0-62mph:	9.3 seconds
Top speed:	124mph
Economy:	50mpg (est)
CO₂:	149g/km (est)

ON SALE April



DIESEL Entry-level 148bhp diesel engine provides plenty of low-down grunt, which makes it difficult to justify opting for the 178bhp version, or the 237bhp twin-turbodiesel



DRIVING MODES Smart dial between the front seats allows you to toggle between the Tiguan's four driving settings. Snow mode made the car feel grippy and secure



DRIVEN

Sharp

■ We get behind the wheel

As the newcomer sits on VW's MQB platform, it's bigger and therefore more practical



NEED TO KNOW

VW's 2.0-litre diesels will make up the lion's share of sales, but 1.4 and 2.0-litre petrols are available. A plug-in hybrid GTE model is also on the cards



new VW Tiguan driven

of Volkswagen's more aggressive-looking new Qashqai rival in challenging terrain of Arctic Circle



Upmarket cabin features a smart TFT screen, as well as the brand's stunning Active Info Display in instrument cluster



Even over snow, Tiguan impressed with its refinement; our diesel model proved particularly quiet and composed



“On VW’s Arctic Circle route, the Tiguan was composed. Body control felt strong for a tall SUV, with not much roll over bumpy terrain”

option. This is, in effect, the same TFT instrument panel that we’ve seen on the Audi A4, and it’s simply stunning. There’s also a head-up display, although it involves a small glass screen rising from behind the instrument binnacle, so it’s not as neatly integrated as on some premium rivals.

On VW’s Arctic Circle test route, the Tiguan was pretty composed. You can choose different presets for engine, gearbox and four-wheel-drive system via a dial between the front seats, and the ‘Snow’ setting felt particularly secure. The conditions made it hard to draw too many conclusions about the car’s general behaviour and feel on the move, but the body control felt strong for a tall SUV, with not much roll over bumpy terrain. It was comfortable, too, even on larger alloys.

The 148bhp diesel and petrol engines both cope well with the Tiguan’s increased size, yet the diesel is more comfortable with being asked to hurry. That extra slug of low-down torque feels enough for everyday use, so it’s hard to justify a more potent diesel.

Rolling refinement is excellent, with only the petrol sounding a little thrashy when

worked hard. VW has yet to confirm final UK specifications – not to mention official economy or emissions figures – but if the four-wheel-drive Tiguan diesel matches German estimates of 149g/km, it’ll be in the same ballpark as the likes of the auto CX-5.

If you’re willing to put up with a manual gearbox, the front-drive diesel should emit around 125g/km of CO₂; although this lags behind the auto, it’s still only one band up from the smaller and less practical Q3.

Verdict

EVEN from this early drive, it’s clear that VW is on track to score an SUV hit with the new Tiguan. It’s bigger, more refined and more capable than before, while its premium cabin and extra practicality make it a strong rival for the Nissan Qashqai and BMW X1. We’ll hold fire on a star rating until we’ve driven it away from the snow, but if you’re after a family SUV this year, we’d already advise you to hold off ordering until you’ve tried the Tiguan. It’s that promising.



Christian Schulte

EXCLUSIVE IMAGE

Tiguan Coupé also confirmed

VW is also pushing ahead with a five-door coupé version of the Tiguan that will give the firm a rival for the Range Rover Evoque.

“It is a very exciting car,” VW’s compact cars boss Dr Jochen Böhle told us. “Dr Diess [new VW brand chairman Herbert Diess] is very strong behind this model, and it’s looking fantastic.”

No production sites have been agreed, but as it’s a ‘global’ car, Böhle said it would almost certainly have a European factory line: “It could be Wolfsburg. But it could be [SEAT’s plant] Martorell.”

Our exclusive image shows how new VW Evoque rival could look

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EXCLUSIVE

Jaguar's new baby F-Pa



John McIlroy
john_mcilroy@dennis.co.uk
@johnmcilroy

AE WE first brought you the news of Jaguar's plan to introduce a compact SUV last June and now exclusive spy shots confirm the baby F-Pace is on its way.

The model is expected to be called E-Pace, and is codenamed internally as X540. Our spy photographers caught this Range Rover Evoque test mule in the Midlands – but the car is actually registered with the DVLA as a Jaguar, revealing that engineers have begun UK tuning of the smaller crossover that will sit below the F-Pace in the line-up. A public debut is expected next year, with sales due in 2018.

The 2.0-litre diesel Evoque in our pictures also has a few modifications that reveal its true identity. Its wheelbase is slightly longer than normal and the rear track looks a little wider. The nose is slightly compressed and despite the disguise, it's clear that a different radiator solution is being evaluated, pointing to early work on the E-Pace's cooling systems.

The test mule doesn't give us a great indication of what to expect styling wise,

- **Evoque-based SUV on way**
- **Likely to wear E-Pace badge**

but it's likely that Jag will use a Russian doll approach like that seen on the XE and XF saloons; therefore, an evolutionary redesign of the larger F-Pace as seen in our exclusive image is to be expected.

However, the fact that Jaguar is using an Evoque at all proves that it has given up on the idea of basing its smaller crossover on the same aluminium chassis technology as the F-Pace. That's likely to have been ruled out on grounds of cost and complexity – and forced Jaguar to look towards the Evoque's simpler, older and considerably cheaper LR-MS platform.

LR-MS's lineage can be traced back to the Ford-sourced chassis that underpinned the Freelander 2, but it is said to be flexible in terms of wheelbase – the larger Discovery Sport already uses it – and extremely

“Jaguar has given up on basing this crossover on the same chassis tech as F-Pace”

ON A PLATE

A quick check of registration revealed that despite Evoque body, disguised model is a 2.0 diesel Jag



We caught baby F-Pace on public roads in Midlands. It's set to go sale in 2018



Newcomer will be offered with only four-cylinder diesel and petrol engines – and is likely to wear E-Pace badging

LOOKING GOOD

Exclusive image shows what to expect from the production car. Resemblance to the F-Pace is obvious



Poblete

ce caught on test

HOW WE WERE FIRST AGAIN...



SETTING THE AGENDA

It was way back in June last year that we first broke the story that Jaguar was planning a baby F-Pace, with exclusive images and information from company insiders. Now these spy shots confirm what we knew all along – that a new junior crossover to sit under the F-Pace is on its way.



cost-effective, since it allows Jaguar to benefit from sharing components bought for two big-selling Land Rovers.

The slightly stretched wheelbase gives us a better idea of how Jaguar is trying to slot its SUVs into the gaps between models from rivals. Adding 100mm to an Evoque's set-up would give the E-Pace a wheelbase that's only slightly shorter than a BMW X4's, but a full 200mm less than an F-Pace's.

The use of LR-MS does mean that the E-Pace is almost certain to be the first Jaguar to be offered only with four-cylinder engines. It'll get Ingenium 2.0-litre petrol and diesels, paired mainly with JLR's nine-speed auto transmission. An ultra-efficient version with a 148bhp diesel engine and a manual gearbox, called e-Capability, is also likely.

Jaguar is likely to outsource production of the car to Magna-Steyr in Austria – perhaps alongside the Evoque Convertible – although it could conceivably place the production line in its forthcoming facility in Slovakia, allowing it a greater profit margin than if the smallest model was built in the UK. The E-Pace should make up a fair chunk of the 200,000 models Jaguar aims to be selling globally by the end of the decade.

Bigger, better MINI Count

■ Our images show new look for roomier crossover; due late 2016



Lawrence Allan
Lawrence.Allan@dennis.co.uk
@LobAllan

AE MINI'S range revolution is nearly complete, although there's one car that's getting a bit long in the tooth. The Countryman, first launched in 2010, is now the oldest model in the brand's line-up. Prototypes of the all-new second-generation crossover are undergoing final testing, and our exclusive images show you how the finished product could look when it's released towards the end of the year.

Don't expect the Countryman's styling to change dramatically. The car is still a strong seller and the class is booming, so a radical new design approach isn't necessary. Spy shots indicate that the front end will remain square-edged, yet it'll have a more muscular look than other MINIs. The side profile will be very similar to the outgoing model's, save for a more sloping roofline and chunkier haunches. Rugged wheelarches and lower body cladding will give the newcomer the necessary crossover appeal, too.

One of the biggest and most obvious changes to the Countryman will be the increase in size – a result of switching to the new UKL1 modular platform used for the MINI hatch and Clubman. The car is expected to approach 4.2 metres in length thanks to a longer wheelbase, which means more interior space, especially in the rear. MINI is now able to have greater differentiation between its models after trimming its line-up from seven cars to five.

The new Countryman will get the same three and four-cylinder petrol and diesel engines as the Clubman and hatch. The

■ **EXCLUSIVE IMAGES**



"New car is expected to approach 4.2 metres in length thanks to a longer wheelbase, which means more interior space"

entry-level Cooper will feature the three-cylinder 1.5-litre turbo, with the more powerful four-cylinder 2.0-litre turbo offered on Cooper S and range-topping John Cooper Works models, delivering as much as 228bhp.

MINI also has the option of using the plug-in hybrid tech available from parent company BMW, as seen in the 2 Series Active Tourer PHEV and upcoming X1 plug-in, which also sit on the UKL1 platform.



Beijing bow for Kadjar's big brother

RENAULT'S new big SUV looks set to be unveiled at April's Beijing Motor Show, and it will have only five seats, despite being based on Nissan's seven-seat X-Trail.

Chief competitive officer Thierry Bolloré told Auto Express: "The car is ready and we expect it to be on the [Chinese] market by the end of the year. It's not a seven-seater."

Asked why, he continued: "It is a good question and one we are questioning for ourselves at the moment. That doesn't mean it will never happen, but for the moment it won't have [seven seats]."

Bolloré added that the car is designed in such a way that adding two more seats "would be possible" at a later stage. The car will be built beside the Kadjar at Renault's new £668m plant at Wuhan. It's said to be more conservatively styled. Euro models will be made in Korea and go on sale in 2017.

ON WAY
Image shows how Kadjar's big brother could look. It'll be unveiled in China – possibly at Beijing show



■ **EXCLUSIVE IMAGES**



■ SPECIAL KWIDS STAR

RENAULT teased showgoers at last week's Indian Auto Expo with two chalk-and-cheese concept versions of the new Kwid. The city car was shown in sporty 'Racer' (above) and rugged 'Climber' editions.

While the budget-focused Kwid went on sale in India at the end of 2015, Renault officials have ruled out bringing it to Europe. The Kwid Racer gets a chunky bodykit, two-tone paintwork with a black roof and red detailing, 18-inch wheels and an aggressive front air intake.

Countryman shaping up



DESIGN

Our exclusive images show the newcomer gets a more sloping roofline and chunkier haunches than before, while front end will remain square-edged

SPIED



Automedia

ON TEST Our spies captured MINI putting the all-new Countryman through its paces; the car will be available with three and four-cylinder diesel and petrol engines

Milos Dvorak

news in brief



Sportage officially lands in dealers

THE all-new Kia Sportage (driven on Page 40, above) is now officially on sale. Prices start at £17,995 for the entry-level 1.6-litre petrol model with 16-inch alloys, LED lights, air-con, DAB radio and cruise control. The most expensive car is the First Edition, which is based on the top-spec KX-4 trim and costs £31,645.

Other options include a 114bhp 1.7-litre diesel engine, a 134bhp or 174bhp 2.0-litre diesel, plus an all-new 174bhp 1.6-litre turbo petrol. **PAGE 40: Kia Sportage driven in UK**

VW sales hit by emissions scandal

VOLKSWAGEN sales are down by nearly 14 per cent compared with last year, according to the latest report from the Society of Motor Manufacturers and Traders (SMMT). The figures are the first to reflect customer attitudes since Dieseldgate, as orders from around the time of the scandal will only now be reflected in the registration figures.

Elsewhere, however, it was a record January, with new car registrations rising by 2.9 per cent to 169,678.

Peugeot's greenest ever diesel hits UK

PEUGEOT has finally brought its most efficient 208 to the UK. The 1.6-litre BlueHDi diesel model (below) claims 94.2mpg economy and CO₂ emissions of just 79g/km, which makes it the most efficient non-hybrid car in Britain.

The new 74bhp version is available in both three and five-door bodystyles in Active and Allure trim, costing from £14,995 and £16,195 respectively.



Renault set to plug into hybrid tech

RENAULT has also admitted it is considering adding hybrids and plug-in hybrids to its range, despite until now being one of the strongest advocates of all-electric tech.

Its stance may be about to change slightly, as emissions regulations tighten and more manufacturers offer hybrid and plug-in hybrid models, with buyers becoming more aware of their benefits.

"We know this is a trend for all markets in all regions," admitted chief competitive officer Thierry Bolloré. "We have the tech already – of course. We know what to do, it is just an evaluation of the market. But we are ready to offer all opportunities."

Bolloré added that the company already has a number of hybrid prototypes, and that hybrid versions of current models are possible. A diesel hybrid Mégane, emitting around 76g/km of CO₂, is scheduled for 2017.

OFFICIAL



New Mégane will come as diesel hybrid, as Renault considers expanding eco range

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Pre-reg sales rife in Europe, too, as makers 're-export' for profit

■ True scale revealed of makers de-registering cars from one market to sell elsewhere in EU

■ **EXCLUSIVE**



AE Matt Gasnier

EUROPEAN motor manufacturers are registering cars in two separate countries to increase profits and take advantage of the huge gap in car prices throughout the EU.

Auto Express reported in Issue 1,404 how up to 15 per cent of the UK's new cars in 2015 could have been pre-registered, warping new car sales figures. And data reveals the practice is widespread in Europe, too.

As significant price gaps exist in the EU – new cars are 30 per cent more expensive in Sweden than in Bulgaria, for example – it can be very profitable to export pre-registered cars to another country to sell them as “young new” for a profit. This is known as re-exporting, and before it's shipped abroad, the car must be de-registered in its original country.

In Belgium, where the practice has been common for decades, Renault has pushed its use to extreme levels according to local manufacturers association Febiac.

Its figures show 8,226 of the 28,240 Renault passenger cars sold during the first quarter of 2015 were de-registered within 30 days, meaning 29 per cent had an imaginary buyer. Deduct de-registrations from all manufacturers, and Renault drops from market leader in Belgium to fourth. Renault Europe declined to comment on the issue.

Similarly, Hyundai de-registered 10 per cent of its Belgian stock and said it was to meet sales targets and obtain bonuses to offer discounts to customers.

Eastern Europe is the biggest market for re-exporting, with members of local manufacturers associations in Latvia, Estonia, Lithuania and Bulgaria we spoke

WHAT ARE RE-EXPORTS?

These are new cars that makers have pre-registered, then shipped abroad to cash in on the big price gaps between different EU markets

PERCENTAGE OF NEW CARS RE-EXPORTED (JAN 2015, CZECH REP)

61% OF FORDs

53% OF SEATs

26% OF VWs

STOCKPILED Pre-reg cars are stored in huge numbers in UK, but don't hang around in Europe

to all confirming the practice and reporting rates of de-registration ranging between 20 and 30 per cent of new car sales.

It's the same in the Czech Republic, where local company Medea publishes monthly figures removing vehicles that were de-registered within 90 days. In January 2015, Ford re-exported 61 per cent of its new cars, SEAT 53 per cent and Volkswagen 26 per cent. Some models are completely re-exported: last July, the Ford Fiesta, SEAT Ibiza, Audi Q3 and Fiat 500L had zero local sales left when re-exports were deducted.

Selling to short-term rental companies is another method to meet targets. Fiat holds 18 per cent of the short-term rental sale market in France, against a share of just 1.3 per cent of private sales. Volkswagen, with European sales down 21 per cent in January, has returned a 700 per cent rise year-on-year on French short-term rentals.

Jacques Rivoal, Volkswagen Group France president, said: “We have decided to be more reactive by taking our share in this channel early in the year rather than wait for others to gain. There is a real demand for young used cars and we have no issue absorbing ex-short-term rentals in our used network.”

“Last July, the Ford Fiesta, SEAT Ibiza, Audi Q3 and Fiat 500L had zero local sales remaining when re-exports were deducted”

Abarth's hot 500X is up and running

CarPix



■ **SPIED**

Spies caught 500X on test; twin exhausts give it away



RED HOT
Big alloys also hint at potential of new Abarth crossover

WE first got wind of Fiat's plan to offer a pumped-up Abarth 500X last summer, and now we've seen the hot crossover hitting the road in these revealing spy shots.

The Abarth 500X isn't expected to debut until at least next year, but tell-tale signs on this test mule give away the car's true identity – such as the twin square exhausts and larger alloy wheels.

Expect a number of Abarth scorpion badges inside and out, plus a selection of racy paintjobs, including the familiar white with red decals. Inside, we're also likely to see sportier seats to complement the bold exterior, as well as new colour schemes.

Power for the Abarth 500X is expected to come from the 1.4-litre MultiAir turbo petrol engine currently available in the 500X, although it's set to be tuned to develop around 200bhp.

That should give the racy crossover enough firepower to compete with class rivals such as the Nissan Juke Nismo RS, plus the JCW version of the new MINI Countryman (revealed on Page 14). A price tag of just under £25,000 before options is likely.

More SUVs, STs in Ford share



Lawrence Allan
Lawrence.Allan@dennis.co.uk
@LobAllan

■ **Bosses plan SUV boom, more performance cars plus 'five Vignale models' in bid to boost profits**

OFFICIAL



■ **FORD EDGE** New Edge will arrive in the spring and kick off a Ford SUV boom, with two more models completing the brand's line-up



■ **FORD FOCUS ST** Hot ST specification will no longer be reserved for smaller cars, as the likes of SUVs will now make the cut



■ **FORD VIGNALE** Mondeo is currently the only car offered in luxury Vignale form, but range will grow to at least five models by 2017



■ **FORD C-MAX** Ford will be focusing all of its attention on more profitable classes, which could spell the end for the brand's MPVs

AE FORD has confirmed a new profit-driven strategy for Europe, with plans to increase its SUV line-up to five models, expand the performance range and have "at least" five Vignale cars in showrooms by 2017.

The brand says it will streamline its core range to "eliminate less profitable vehicles over time" and refocus its long-term strategy to "add new vehicles and derivatives in segments with the highest growth and profit potential, such as crossovers and SUVs".

Ford's SUV boom will begin with the launch in the spring of the new Edge, which, alongside the Kuga and EcoSport, leaves space for two additional SUVs.

The streamlining looks likely to see models in declining sectors – such as the B-MAX and C-MAX MPVs – ditched for more crossover-like designs.

There's good news for fast Ford fans, however: bolstered by the launch of the GT, Mustang and Focus RS, the company is expected to expand its ST line-up to include hotter versions of SUVs and larger models.

The announcement follows a return to profit for Ford's European division in 2015, and it aims to improve its margin by between six and eight per cent in the long term. Ford wants to reduce administrative costs to save £138million each year.

As a result, there will be job losses across Europe with a "voluntary separation program" seeing jobs lost throughout operations, mainly in admin departments. Ford's executive vice president Jim Farley justified the cutbacks by saying: "We are creating a more efficient business that can deliver healthy returns and earn future investment."

Panamera 'estate' is on the road

WE'VE known for a while that Porsche is planning a shooting brake version of the next Panamera – based on the Sport Turismo concept from 2012 Paris Motor Show – and here's the evidence.

It's the first time our spies have spotted the Sport Turismo in testing, and the car should arrive in 2017 following the introduction of the standard second-generation Panamera at the end of the year.

As can be seen in our images, the extra bodywork stemming from the roof and the more steeply raked rear screen will give Porsche a car to rival the Mercedes CLS Shooting Brake.

Expect boot space and rear headroom to increase slightly over the standard Panamera, but the Sport Turismo model will likely be a far cry from a true estate in terms of practicality.



Automeidia

Porsche will have a more steeply raked rear screen; practicality will improve, too



■ **SPIED**



Automeidia

■ **NEW CAYENNE SPIED, TOO**

AS well as the Panamera Sport Turismo (left), our spies caught a prototype of the next Cayenne SUV. The current Range Rover Sport rival has been on sale since 2011, so a new model should appear in 2018.

It'll be based on the new VW Group MLB 2 platform that already underpins the Audi Q7 and Bentley Bentayga. That means the new Cayenne should be lighter and more efficient than before, with a range of new turbocharged V6 and V8 petrols and diesels also expected.

ake-up



OPINION

John McIlroy
Deputy editor

Focus/Fiesta SUVs would be big hits

FORD may say in business terms that it's going to "eliminate less profitable vehicles", but in everyday language, it probably just means that the company is going to focus more on the types of vehicles we're all buying.

Still, that should be good news if you're in the market for an SUV in the coming years. Ford Europe has been slow to react to the trends in family and small off-roaders, led by the likes of Nissan's Qashqai and Juke. The Kuga has got bigger and pricier, while its baby brother, the EcoSport, has been little more than a poorly received import from emerging markets.

The line-up transformation isn't going to happen overnight, but if Ford's change in direction brings credible SUV versions of the Focus and Fiesta in the next few years, it should find the improved sales that it craves.

"Ford's plans should be good news if you're in the market for an SUV"

Vauxhall refreshes Mokka with X factor



OFFICIAL

HOT on the heels of the new Astra and Corsa, Vauxhall has revealed a facelift for its Mokka small crossover. Now called the Mokka X, it gets a new 1.4-litre turbo petrol engine, a bold new design and Vauxhall's OnStar system, which includes a wireless 4G hotspot and 24/7 remote assistance over the phone.

The new engine produces 150bhp and claims 42.8mpg economy when combined with four-wheel-drive and a six-speed automatic gearbox.

The Mokka X's rear is similar to the outgoing model's, but the front now has Vauxhall's new family face, with a reshaped grille and fewer bits of extra plastic trim. There are also 'Adaptive Forward Lighting' LED headlamps to replace the previous xenon units.

Inside, there's a large IntelliLink touchscreen with Apple CarPlay and Android Auto, plus a simpler button layout. The X will be unveiled at March's Geneva Motor Show and go on sale later this year.

X APPEAL

New Mokka has Vauxhall's new family face, while the rear design remains very similar to the current car's



news in brief



Heat is on for Audi's new 362bhp RS Q3

AUDI has introduced a new range-topping version of its smallest SUV, called the RS Q3 Performance (above). It packs 362bhp and 465Nm of torque, making it the most powerful version of the Q3 ever produced.

It will debut at March's Geneva Motor Show and cost from £49,175 in the UK. The 2.5-litre five-cylinder engine sends the car from 0-62mph in 4.4 seconds and on to a top speed of 167mph. Audi's quattro all-wheel-drive system and seven-speed dual-clutch gearbox are standard.

Honda and Chrysler in mass recall blow.

CLOSE to 4.5 million vehicles from car makers Honda and Fiat Chrysler Automobiles (FCA) will be recalled worldwide due to potential issues with airbag deployment. The recall affects models built between 2007 and 2015, including at least 1,000 Dodge Journeys and Chrysler Voyagers registered in the UK in 2009 and certain examples of the Honda CR-V, CR-Z, Jazz and Insight.

Vehicles recalled will be checked by manufacturer-approved garages, and if a fault is found, a replacement airbag inflator unit will be installed.

...and new Civic set for Geneva debut

MEANWHILE, Honda will reveal a new concept car at the Geneva Motor Show that previews the next-generation Civic.

Like many Honda concepts, it's likely this prototype (below) will be closely related to the production model. The car's shape is similar to that of the Civic Coupé revealed last year, with the same distinctive rear lights and sporty roofline.



End of the line for central markings

LANE markings on busy streets could soon become a thing of the past, as councils look at new ways to slow motorists down.

Transport for London (TfL) has been experimenting with removing central lane markings on busy streets around Croydon and Haringey, and studies show average speeds have fallen by 13 per cent.

It's claimed fewer road markings improve safety by making drivers more cautious and aware of their surroundings. A drop in average speeds of just one mile per hour is associated with a five per cent reduction in accident frequency, TfL argues.

Similar schemes can be found across the country, with Norfolk, Wiltshire and Derbyshire councils all removing centre white lines from specific roads. Tracy Jessop, assistant director for Highways and Transport at Norfolk County Council,

OFFICIAL



Removing central white lines is said to make drivers more aware of their surroundings

said: "We've been removing centre white lines for at least 15 years in locations that have the right characteristics and where there is community support."

But not everyone agrees with the idea. Paul Watters, head of roads policy at the

AA, said: "Without exaggeration, it is true to say that a simple pot of paint can save lives. Highly visible markings at the edge and centre of the road that can be seen on a wet night are enormously cost-effective in saving lives."

Insurers accused of raking in £7bn as premiums rise and payouts fall

Figures claim insurers don't pass on savings as payouts drop



Martin Saarinen
Martin_Saarinen@dennis.co.uk
AE_Consumer

AE FALLING insurance claim payouts haven't been matched by cheaper yearly premiums, allowing insurers to cash in to the tune of £7billion since 2010, claim figures from law firm Thompsons Solicitors.

The Association of British Insurers (ABI) has hit back at the accusation as lobbying by claims solicitors. It says they're upset with Government plans to end the right for cash compensation for minor injuries like whiplash and to increase the upper limit for small claims court personal injury cases to £5,000.

Thompsons Solicitors' figures show that average insurance premiums have fallen in real terms and motorists paid less for policies in 2014 than in 2010. Yet cumulatively, the stats show they stumped up £353million extra in premiums over the last five years, while insurers saved nearly £7billion by paying out less in claims.

Thompsons Solicitors said the near-four per cent fall in registered claims (see table, right) doesn't account for the near-30 per cent fewer insurance claims paid, either.

Tom Jones, head of policy at the firm, said it showed insurers were saving billions while raising premiums: "It looks like honest motorists have lost out both ways.

"What is clear is that the savings made have not been passed on to policyholders. The insurers are getting better at avoiding paying compensation that should be paid."

However, the ABI said its own figures show the industry hasn't made an underwriting profit since 1994. Instead, the association

OFFICIAL

CASHING IN
Latest figures from personal injury solicitor show drivers are signing up to policies with ever higher premiums, even though insurers are making billions as payouts on claims drop



claims savings of more than £1billion have been passed on to motorists as a result of previous Government work to crack down on lawyers who have "milked the system" with "excessive legal fees and encouraging spurious and fraudulent claims".

James Dalton, director of general insurance policy at ABI, told Auto Express: "Insurers are totally committed to ensuring customers get the best motor insurance deal. Any comments accusing the industry of profiteering smack of a sector that knows the gravy train it's been on is about to end."

How claims balance has shifted

Year	Motor claims registered	Net cost of claims incurred	New written premiums
2010	790,999	£8,302m	£8,334m
2011	828,489	£7,316m	£9,207m
2012	818,334	£6,978m	£8,589m
2013	772,843	£6,351m	£8,224m
2014	761,878	£5,886m	£7,709m
% change	-3.68	-29.10	-7.50

Source: Thompsons Solicitors

New 1.5 turbos on way from VW

VOLKSWAGEN will roll out a new line-up of four-cylinder petrol and diesel engines over the next couple of years, replacing its existing 1.4 and 1.6-litre motors with 1.5-litre units across the range.

The new, more efficient engines are designed to comply with even stricter emissions regulations, due in 2020. The 1.5-litre turbocharged petrol will replace the turbocharged 1.4 TSI used in cars like the VW Golf and Skoda Octavia; it will debut in the facelifted Mk7 Golf, scheduled before the end of this year.

Following around 12 months later will be the diesel, which replaces the VW Group's venerable 1.6 TDI. It will make its debut in the facelifted Audi A3, but close to the end of that car's life, late in 2017. It's unlikely

UPDATE

Current Golf will get new petrol engine; diesel will be held back for its replacement



to appear in the Mk7 Golf; it'll be phased into the Mk8 family hatch instead.

"The installation of the engine in cars like the Golf and A3 is straightforward," said a high-level VW source. "The engines are all new but their dimensions are very similar to what we currently use, so they

can slot into existing cars or facelifts." The Golf Mk8 won't appear until 2018, and as well as getting the new 1.5-litre petrol and diesel engines, it's expected to weigh between 35kg and 70kg less than the current model, while at the same time being lower and wider.

Price is right for fresh i20 range

HYUNDAI has announced full details of its revamped i20 range, including prices for the chunky i20 Active (below).

The standard supermini line-up has a new 1.0-litre petrol turbo, and costs from £14,025. The i20 Active starts at £15,225, and gets chunkier bumpers, roof rails and a 20mm raised ride height. It also has 17-inch alloys, LED daytime running lights, DAB and rear parking sensors.

PAGE 37: Hyundai i20 Coupé 1.0T driven





Go Further

UN



LEARN

Secrets of hi-tech E-Class

■ We get up close with Mercedes' sleek, efficient new exec saloon



Sam Naylor
Sam_Naylor@dennis.co.uk
@SamNaylor_AE

AE THE Mercedes E-Class is one of the most important new cars of 2016, so we headed to the firm's HQ in Stuttgart to see if the latest model has the potential to top the super-competitive executive class.

Drummond Jacoy, head of overall vehicle design for the E-Class, showed us around the new rival to the BMW 5 Series.

"One of the main objectives was to have this coupé-like exterior with wide shoulders, but to keep the interior space," Jacoy told us. "If you look at all luxury cars, that's a very big part of the proportions. Then the long bonnet, short overhangs, long wheelbase and cab towards the back give you a luxurious stance that looks dynamic."

The new E-Class is practical as well as pretty, because it has a 540-litre boot – identical to the Jaguar XF's. If that's not enough for you, Jacoy told us that there will be an Estate version that will be more svelte than the current model.

That sleeker shape is for more than just the looks. "One of the other core aspects of the design was the drag value. This car has a drag value of 0.23, which is a record for us," he said.

This means the E 220d, which has Mercedes' new 2.0-litre diesel, emits just 102g/km of CO₂; that's 7g/km less than the equivalent Audi A6 Ultra and BMW 520d, and 12g/km less than the Jaguar XF 2.0d. The E-Class is also more efficient than them all; its 72.4mpg trumps the Audi's 67.3mpg, the BMW's 68.9mpg and the Jag's 65.7mpg. It's not by much, but the newcomer looks competitive on paper.

The interior is another step forward for Mercedes. The infotainment system is more advanced than that in the S-Class, and there are touch-sensitive buttons on the steering wheel to control it.

Customers will be able to add the optional Drive Pilot system to their car,

Mercedes E-Class

Model: E 220d SE
Price: £35,935
Engine: 2.0-litre 4cyl diesel, 192bhp
Transmission: Nine-speed automatic
0-62mph: 7.3 seconds
Top speed: 149mph
Economy/CO₂: 72.4mpg/102g/km
Annual company car tax bill (at 40 per cent): £2,870

CURVY

Head of design Drummond Jacoy showed our man Naylor around the "coupé-like" new E-Class, which sets new aerodynamic standards for Mercedes



which takes cruise control to the next level. Jacoy described it as the car's "wow factor" because the E-Class can, essentially, drive itself on the motorway, steering round gentle bends and even automatically overtaking if you use the indicator.

The new E-Class certainly has plenty of impressive equipment on board, but that's reflected in the price. The range starts at £35,935, which is nearly £1,400 more than the equivalent Jaguar XF costs.

"The E-Class can virtually drive itself on the motorway, even automatically overtaking if you use the indicator"

OFFICIAL



HI-TECH

Dash is crammed with screens; 65mm longer wheelbase gives more legroom in rear; 540-litre boot is same as in a Jaguar XF



What E-Class has to beat...

HERE'S how the most efficient versions of the E-Class' main rivals compare to Mercedes' entry-level E 220d SE on paper – although an all-new 5 Series and A6 will be revealed later this year.



Jaguar XF

Model: 2.0d 180 Prestige Auto
Price: £34,550
Engine: 2.0-litre 4cyl diesel, 178bhp
Transmission: Eight-speed automatic
0-62mph: 8.1 seconds
Top speed: 136mph
Economy/CO₂: 65.7mpg/114g/km
Annual company car tax bill (at 40 per cent): £3,036



ss revealed

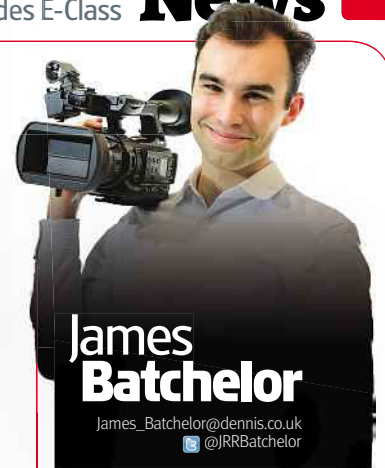


Nathan Morgan

"Sleek shape is for more than looks; emissions beat those of the equivalent A5 and 5 Series"



"Wide shoulders" were key for Jacoy; short overhangs add to "luxurious stance"



James Batchelor

James_Batchelor@dennis.co.uk
@JRBatchelor

Video watch

WE review Lamborghini's new drop-top Huracán this week at [youtube.com/Autoexpress](https://www.youtube.com/Autoexpress), and scoop Vauxhall's next Insignia.

602bhp Huracán Spyder blasts off



LAMBORGHINI has been improving its Huracán since its launch in 2014. And this drop-top, called the Spyder, is arguably the best version yet.

But as we reveal in our drive on Page 34, it's not simply a case of lopping off the roof. Engineers have cleverly made the Spyder feel like the coupé, so there's no trade-off in owning the open-air model. Watch our video review to hear and see it.

All-new Vauxhall Insignia hits road



AUTO Express was the first UK car magazine to publish spy shots of the next Vauxhall Insignia, backed up by exclusive images showing exactly how the new family car will look.

Now, our spies have caught it on the road, prior to its launch next year. Our video shows the car in action.

You can watch any of our videos on your phone. Simply scan this QR code.



BMW 5 Series

Model: 520d SE Auto
Price: £33,915
Engine: 2.0-litre 4cyl diesel, 187bhp
Transmission: Eight-speed automatic
0-62mph: 7.7 seconds
Top speed: 145mph
Economy/CO₂: 68.9mpg/109g/km
Annual company car tax bill (at 40 per cent): £2,865



Audi A6

Model: 2.0 TDI Ultra SE S tronic
Price: £33,825
Engine: 2.0-litre 4cyl diesel, 187bhp
Transmission: Seven-speed automatic
0-62mph: 8.2 seconds
Top speed: 144mph
Economy/CO₂: 67.3mpg/109g/km
Annual company car tax bill (at 40 per cent): £2,837



Alan and wife Claire bought 1,300-mile 64-reg CR-V from local dealer, not realising it had already been rejected by original owner

Reader discovers faulty SUV was rejected before

■ CASE STUDY Owner's fury at Honda response to problematic CR-V original buyer had already rejected

AE Julie Sinclair

IT'S unlikely you would agree to buy someone else's rejected car, but that's what one couple discovered they'd done.

Readers Claire and Alan McDonald of Cove, Aberdeen, called Auto Express after months of wrangling with local dealer McRae and Dick over a faulty 64-plate Honda CR-V, which they'd bought from its Inverness branch at four months old, with fewer than 1,300 miles on the clock.

Claire told us: "Delivery of the car was delayed due to a software fault. Then we noticed the fuel gauge would sometimes show the tank as empty when it was full."

They reluctantly agreed to have a new fuel sender unit fitted, but when the problem persisted, they formally rejected the car. The garage refused.

Meanwhile, the McDonalds tracked down the previous owners and discovered they had also had problems with the CR-V's fuel system. "They said it kept losing power, and successfully rejected it," explained Claire.

The garage said the McDonalds' car was now fixed and told them to collect it or face storage costs. As the dealer had retrieved its courtesy car from outside Claire's work, she argued they were forced to collect it.

Auto Express contacted Honda to argue their case, but it refused to accept rejection

FILL-UP FAULT
Fuel gauge problem on SUV persisted even after new sender was fitted, so Alan rejected car. But dealer refused



"This car had six faults in the first 10 months of its life. Is Honda really trying to say this is acceptable?"

of the car. Its spokeswoman argued that it was now fixed, and while the problems the McDonalds had experienced were "unfortunate", these "have not been the same as the previous customer".

Claire replied: "The bottom line of this affair is this car had six faults in the

first 10 months of its life. Is Honda really saying that is acceptable?"

We advised the couple to contact M&S Bank, as they'd used its credit card as part payment towards the CR-V. Under section 75 of the Consumer Credit Act, M&S Bank is jointly liable for a full refund, if a breach of contract or a misrepresentation can be shown. To qualify, the car should cost less than £30,000, with more than £100 having been paid by credit card.

M&S Bank is now reviewing the case. If the McDonalds are unhappy with the bank's verdict, their next step will be the Financial Ombudsman.



Joe Finnerty

Cleaning your car by hand will also help you to keep it roadworthy – and safe

AE HOW much pride do you take in your motor? There are thousands of drivers who keep their car in pristine condition, but many more who don't pay theirs enough attention.

No doubt it's down to time considerations, with people working during the week and preferring not to spend their Saturdays and Sundays cleaning their vehicles – especially in the chilly winter months.

However, car maintenance isn't just about getting one over on your neighbour in driveway bragging rights; there's a more serious safety and financial incentive, too.

Latest figures from the Driver and Vehicle Standards Agency (DVSA) reveal that half of all MoT test fails could be avoided with simple checks. Not replacing faulty bulbs, cracked windscreen wipers and worn tyres accounted for nearly 50 per cent of test failures in 2014-15.

Other reasons for MoT test failures include not topping up your car's fluids or obscuring a driver's view with dirt, stickers, air fresheners – or even dash cams.

In total, 38 per cent of the 28 million cars MoT tested last year failed first time, costing motorists hundreds of pounds in retest fees.

So, next time you consider giving your car a once-over, don't be put off by the time it takes to purchase cleaning accessories or carry out some running repairs, because in the long run you'll be saving time and money.

And if you really want to have the best car in town, then pick up some of the car care kit that we recommend in our Products pages each week. Your neighbours will be deeply envious.

Joe_Finnerty@dennis.co.uk
@AE_Consumer

"Faulty bulbs, cracked wipers and worn tyres account for nearly 50 per cent of MoT failures"

Switching to range extender mode cut BMW's top speed to about 50mph



Owner's caught out by i3's complexities

Reader annoyed after systems 'weren't properly explained'

AE Martin Saarinen

ELECTRIC cars will play a big role in motoring, although owners definitely need to be more aware of precisely how they work, as one reader found out.

Mark O'Connell from Rugby, Works, bought a BMW i3 Range Extender, but ran into problems with its motorway capabilities.

"My wife was driving on the motorway when she noticed there wouldn't be enough battery range to get home," he told us. "She switched on the range-extender function, but the car then slowed down from 70 to 50mph and wouldn't accelerate further."

Worried about the safety of doing 50mph, Mark asked BMW Sytner in Coventry to investigate. "I was advised that there is no fault," Mark added. He was told that in instances of low battery range, the range-extender will work to preserve a minimum charge, but other functions like speed, and non-essentials like the radio, may experience a fall in performance.

BMW itself confirmed: "Reducing vehicle speed slightly (approximately to 65mph) would allow the range-extender function to maintain the battery charge for prolonged periods."

Mark tested this and found it working, but remained unhappy – he said he hadn't been properly informed. "BMW should advise customers of this," he reckoned.



HISTORY CHECKER

Neil Hodson
Deputy managing director for CAP and HPI
www.hpicheck.com

IN the wake of the recent UK floods, the used car market could be swamped with flood-damaged vehicles in the months to come, increasing the risk to buyers of purchasing an insurance write-off.

The most expensive issue is that engine components that have been flooded need to be completely replaced to work correctly.

Brakes, starter motors and catalytic converters can also fail and pose a risk to drivers, passengers and pedestrians.

Buyers also need to be aware that some owners may innocently not make an insurance claim, choosing instead to sell on their flood-damaged vehicle once its interior has dried out and has been professionally cleaned, oblivious that it's potentially hazardous and would have been written off by an insurer.

So, over the next few months, buyers should keep an extra eye out for the warning signs of flood damage. Does the interior of the car smell damp? Check the carpet and watch out for condensation on the insides of the windows, too.

Do the electrics work? Do windows open and close and the lights all work on the dashboard? Rust under the body and bonnet are signs of issues, especially if corrosion doesn't match the car's age.

THE following provide help with motoring problems. Some services are free, others charge a fee or operate on premium-rate lines (p), while some offer advice for members only (m).

Legal
AA: 0906 010 1300 (p)
RAC: 0870 5533 533 (m)
Which?: 01992 822 800
Consumer Direct: 0845 404 0506
Local Trading Standards
Local Citizens Advice Bureau

Used car inspections
AA: 0800 085 3007
RAC: 0800 085 2529
Technical advice
AA: 0870 606 1619 (m)
Driving licences
DVLA: 0300 790 6801

Car registration/history
HPI: 01722 422422
AA: 0800 316 3564
DVLA: 0300 790 6802
RAC: 0800 975 5867
Traffic information
AA: 09003 401100 (p)
RAC: 09003 444999 (p)

Problems with dealers
Motor Codes: 0800 692 0825
Consumer Ombudsman: www.consumer-ombudsman.org
RMIF: 0845 839 9205 (m)
Scottish Motor Trade Association: 0131 331 5510

Problems with makers
Motor Codes: 0800 692 0825
Financial problems
Financial Ombudsman: 0800 023 4567
Safety concerns/recalls
DVSA: 0300 123 9000

Useful Contacts



Inbox What do you think?

Contact **Martin Saarinen**

mail@autoexpress.co.uk @AutoExpress

Write to: Watchdog/Letters, Auto Express, Dennis Publishing, 30 Cleveland Street, London W1T 4JD

HOT TOPIC Porsche 718 Boxster

FROM: Oversteer.co CAN'T wait to hear what this new flat-four engine sounds like. It probably won't be as sonorous as the old six-cylinder engine, but if it is even close then this has to be a pretty tempting proposition. The base model comes with 300bhp, after all.

FROM: Andy I HATE to say it, but Porsche is finally designing some stylish cars. It's taken 40 years to get back to the lookers, but at least it is happening. It just needs to make its interiors just as special, and not similar to the likes of every other German manufacturer.

We revealed new 718 Boxster in Issue 1,406, and readers can't wait to see it in the flesh



Join the debate at www.autoexpress.co.uk

■ "This is exactly what Porsche should have done from the very beginning. A modern-day Porsche 356." **tom**

■ "Porsche should be ashamed of itself. You can never, ever make a four-cylinder the equal of a six-cylinder." **Matra120**

■ "Two decades ago the 993 Carrera managed to squeeze 270bhp from its 3.6-litre six-cylinder. That's progress for you." **Phil**

Make dash cams an optional extra

FROM: Martin Shepsman WHY do car manufacturers not offer dash cams as a factory-fit option on new cars? I think that, with the popularity of aftermarket dash cams and the benefits they offer, the time has come for them to be on the options list to be fitted to new cars.

Ford is right to make Focus RS look racy

FROM: James Skudder YOUR comments in the verdict column of the Ford Focus RS drive (Issue 1,405) say its aggressive looks won't be to all tastes. But surely such a car should look like this? It should also have a wider track to set it apart from the standard family car.

'Always-on' dash lights are confusing

FROM: Stuart Taylor I AGREE with Stuart Rice in Issue 1,405. It seems odd to me that cars have dashboard lights on constantly, which can fool you into thinking your headlights are on. Surely, it would be better not to have the dash lights on constantly as a reminder that you should put your headlights on?

It's worth paying the extra for a Jaguar XF

FROM: Paul Bainbridge AM I the only person who thinks the interior of the Jaguar XE looks as if it were built to a price? The materials used on the dashboard simply don't cut it when you compare them with the ones used in Audis or BMWs. I'd pay the extra premium and go for the XF instead.

**Joe Finnerty**

Joe_Finnerty@dennis.co.uk
@AE_Consumer

AE RISING emissions, heavier congestion and crumbling road surfaces. That's the rather bleak outlook for the future of motoring if current trends continue.

Although manufacturers are striving ever harder to cut the environmental impact of our vehicles, the sheer number of cars on the world's roads will grow and grow.

This demand and drain on our global resources will grow, too. By 2050, there will be nine billion people on earth, and energy demand is expected to double. When you consider that a third of overall energy use is for transport, it's clear something needs to be done.

Oil giant Shell has grabbed the baton and teamed up with Gordon Murray Design and little-known engineering firm Geo Technology; it wants to see what's possible right now to solve the problems.

By using technology available at the moment, the trio has asked the question: what if you were to design a car from scratch, with the vehicle structure, engine, fuels and lubricants optimised for maximum efficiency and minimum impact on resources? The answer is Project M.

While the full car won't be revealed until later this year, Auto Express was invited along to Shell's Hamburg Technical Centre for a technical rundown of just what the project is aiming for. On our arrival, Shell Lubricants



Meet the team

A project such as this needs a number of brilliant minds to work together, so all the areas of expertise are working towards the same aim. Here they are:

1. **BOB MAINWARING** Shell Lubricants' innovation technology manager
2. **HIDEHITO IKEBE** Director of engineering at Geo Technology
3. **GORDON MURRAY** Founder and chairman of Gordon Murray Design

"We're trying to establish a new city class of car that can park nose-in to the kerb and also use bus lanes"

ANDY JONES Design director at GMD

innovation technology manager Bob Mainwaring summed up what it was all about. He said: "How far can you push things? We want to be close to the edge but safe by bringing the best of everything together in one place."

With this mantra in mind, the Project M vehicle will weigh less than 600kg and do 100mpg but without either a complicated electric drivetrain or battery power. Shell and its partners believe the internal combustion engine will still have a vital role to play in 2050 transport.

That's where Geo Technology comes in. It's taken a 660cc three-cylinder Mitsubishi engine that produces 74bhp and upgraded it with titanium valves, a hard-wearing coating for the camshaft and new pistons. The weight's been cut by 40 per cent and because of the overall lightness of the car, the maximum revs have been reduced to further cut emissions and increase efficiency.

Shell is developing the lubricants and fuels to run inside this engine and the rest of the moving parts, so the energy lost when the car is working is as low as it can be.

Any car project lives and dies by the cleverness of its design, though, and the task of putting all this technology into a viable package falls at the feet of Andy Jones, design director at Gordon Murray Design.

Project M will be built on the design house's innovative iStream manufacturing process, which uses lightweight materials to cut assembly costs, and produces cars that still meet increasingly tough crash test standards. Gordon Murray Design introduced the blueprint on the T25, and Project M is a derivative of this – the T25S.

The iStream process reduces overhead costs, too.

There's no need for hefty investment in printing presses, so manufacturers are able to make a viable business case without having to commit to ultra-high sales volumes.

Jones explained: "Manufacturers who believe they can sell 50,000 to 75,000 cars will be able to get their vehicle to market without losing a lot of money."

The car itself will have a central driving position and offer nose-in parking to the kerb. It's hoped three vehicles would be able to park in one conventionally sized space.

The tall and narrow design helps – it's 1.6 metres wide. It's no slouch, either; the optimised engine allows it to hit 70mph, although that kind of performance isn't the aim.

Jones said: "We're trying to establish a new class of car. A city class that could use bus lanes or park nose-in. But the only urban-centric product out there is a Smart. Yes, there's the Renault Twingo, but it's a bit bigger."

"Unfortunately, the Toyota iQ lost money and there are no plans for the company to replace it,



Gordon Murray T25 is the basis for the new city car. It will have a hi-tech new Mitsubishi engine

**MATTHEW BREWERTON**

Senior design engineer

Former race mechanic has great experience of F1 technology



ANDY JONES

Design director

Responsible for
getting the project
from the screen
to the real world



M PROJECT PEOPLE

Take some brilliant car engineers, add in the
expertise of a huge oil company, and you
could have the future of motoring

**ZACHARY
SEWARD**

Senior stylist

Will make the
Project M car a
desirable product

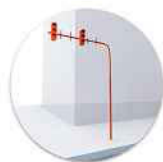


AUDI ADAPTIVE FLOW

Audi plans a powerful travel system in which every car, bus and mobile phone talks to a central system that will keep everything running smoothly

ADAPTIVE FLOW

MANAGING THE INTERMODAL FUTURE OF URBAN MOBILITY



1 TRAFFIC LIGHT

Audi Traffic Info Online – Cars communicate with traffic lights



3 PEOPLE / SMART PHONE

Convenient access to all modes of transportation

2 BIKE

Safe and quick ride through the city



4 PUBLIC TRANSPORT

Online timetable with all connections available in real-time



5 CARS

Constant traffic flow with Car-to-X and Car-to-Car communication

6 TRAFFIC COMPUTER

Mastermind of a perfectly networked traffic system



“In the long run, we have the opportunity to design smart infrastructure right from scratch”

RUPERT STADLER Audi CEO

which is a great shame because it was a comfortable, affordable car that was also really cool. The point of Project M is preserving our freedom to get into the car and go where we want to, when we want.”

Managing to develop the ideal car isn't the only way to solve the problem, though, because traffic is a huge issue.

Integration with our cities is the next stage in solving the world's motoring problems, and Jones agrees this is part of the future. “We will see that [integrated systems] become more and more commonplace. We need to get from A to B without suffering the minor consequences we deal with.”

Encouragingly, work on these set-ups is already well underway. Just this month, the UK Government announced a £20million fund for research into connected vehicles. More advanced work on this has taken place in Hamburg.

The German city has taken steps to prepare for the time when data, not people, will drive traffic. It has invested in a cutting-edge traffic management centre that controls 86 cameras and 1,700 traffic lights.

The system is programmed to favour vehicles coming into the city in the morning, and those leaving the city in the evening, reducing congestion significantly. Staff members still have to intervene manually more than 90,000 times a year to smooth things out, but nevertheless it's an encouraging start.

Audi CEO Rupert Stadler is one of the biggest advocates of this new data-led era.

The big leaps, according to Stadler, will come from “car-to-X technologies”, where traffic management systems communicate directly with cars. Audi calls this Adaptive Flow, and believes in the near future, cities will be able to control traffic light phases and traffic flow dynamically, and adjust traffic



flow through data-driven algorithms. Figures suggest this will increase traffic speeds by up to 50 per cent in cities.

Traffic systems talking to cars is just half the equation, though, according to urban planner Philip Parsons, former Dean of Harvard University. He told Auto Express: “You ultimately want cars talking back to the traffic system, and then multiple systems talking to one another.”

Audi seems to agree with Parsons. In the future, car-to-X technology will allow drivers to register potholes while driving, and send the location to a database so that

“Ultimately, you want cars talking back to the overall traffic system, and then multiple other systems talking to one another”

PHILIP PARSONS Urban planner and former Dean of Harvard University



AUTONOMOUS Self-driving RS7 has hit 150mph, and Audi's Markus Hoffman shows our man Martin Saarinen around the car

councils will be more effective in pinpointing potential problems before they need repairs that cause delays.

The long-term verdict is even more ambitious, says Stadler. “In the short term it will optimise traffic flow, but in the long run, we have the opportunity to design smart infrastructure right from scratch.”

Part of this vision includes concepts such as flexible motorway lanes and intelligent street lighting. For example, a current six-lane motorway, split into three oncoming and three forward going lanes could be converted for peak hours. Why not turn more lanes into the direction of traffic flow during predictable rush hours, such as early morning commutes? Audi also wants to see more use made of street lamps, suggesting it would be possible to install sensors in the lights that could then tell nearby cars whether the parking space below them is free.

All this is possible, and the Project M car will come to fruition within months. Like all of these big ideas – which also include autonomous vehicles – it requires time and money. And as always, it's easy to attract a choir of supporters, but much harder to find a band of investors.

WHAT IS THE VALUE OF X?

How does a sleeker, sportier Civic with enhanced aerodynamic styling and 16" alloy wheels sound? Wait, there's more. It'll also cost you £2,000 less.

Tempted? Be quick, like all good things, it won't be around for long.



CIVIC LIMITED EDITION
£14,995. NOW AVAILABLE AT YOUR HONDA DEALER

Fuel consumption figures for the Civic Limited Edition 1.4 i-VTEC Manual in mpg (l/100km): Urban 42.2 (6.7). Extra Urban 60.1 (4.7). Combined 52.3 (5.4). CO₂ emissions: 129g/km. Fuel consumption figures sourced from official EU-regulated laboratory test results, are provided for comparison purposes and may not reflect real-life driving experience.

HONDA
The Power of Dreams

Model Shown: Civic Limited Edition 1.4 i-VTEC Manual in Brilliant Sporty Blue Metallic at £14,995 On The Road (OTR) including £2,000 customer saving applied to the original OTR price of £16,995. **Terms and Conditions:** New retail Civic Limited Edition 1.4 i-VTEC petrol ordered from 04 January 2016 to 31 March 2016 and registered by 31 March 2016. Subject to model and colour availability. Offers applicable at participating dealers and are at the promoter's absolute discretion. Not to be used along with any other offers currently available. **Customer Saving:** £2,000 customer saving off the On The Road price. Customer saving of £2,000 inc VAT will be applied to the retail invoice. Applicable to Civic Limited Edition 1.4 i-VTEC models.



THE BEST OF BRITISH

MORGAN'S ELECTRIC FUTURE



DEFYING TH

Quirky industry outsider Morgan is ready to cause a st



Boss Steve Morris and designer Jon Wells are excited about three-wheel EV





Ken Gibson
mail@autoexpress.co.uk

AE MORGAN has been defying the critics for years, and is about to shock the motoring world with its first electric car. For a firm accused of living in the past and using outdated production methods to build its classic sports cars, Morgan says its electric venture will prove it is very much at the cutting edge of technology.

The Government clearly believes in Morgan, because it has awarded the company a £6million grant to develop its electric model and a range of heavily downsized fuel-efficient petrol engines with the latest electrification.

Chief executive Steve Morris says the Government grant was “a big vote of confidence” in Morgan, and added: “This will help make us one of the greenest car companies in the world for CO₂ emissions.

“We may make classic British sports cars using traditional hand-built methods, but we have our eyes wide open when it comes to cutting-edge technology and we are working with some of the biggest names in the industry.”

Morris reveals that Morgan’s new EV3 all-electric version of its three-wheel model and its hybridisation plans will help it double sales from 800 cars last year to 1,600 within five years. The firm will also look to double its workforce in the same period from 180 to 360, and create hundreds more jobs with its suppliers.

The EV3 three-wheeler will be unveiled at the Geneva Motor Show at the start of March, and Morris says production will start in the last quarter of this year, with first sales in early 2017 and an expected price of around £30,000.

The electric Morgan will be powered by an 18kWh battery to give it a range of 120 miles, and the model will be the firm’s first to use carbon fibre parts. Morris says a key factor in developing the electric version was to retain the “emotion and drama” of a sports car that is crucial to Morgan’s DNA. He stressed: “I love the roar of a V8 engine in our sports cars, and when I first drove the electric three-wheeler, the silence was very different. But it still has a wow factor... just a very different wow factor.”

Morris is reluctant to go into detail about the firm’s hybridisation plans, but says it will start with a three-cylinder engine and also retain a new version of its 3.0-litre straight-six twin turbo supplied by BMW. He insists any downsizing of engines will always result in an improvement in performance and fuel economy, plus lower CO₂ emissions.

Walking around the ageing Morgan factory tucked away in the Worcestershire hills is like taking a trip down memory lane, with the company still using traditional wooden frame bodies and workers beating body panels with a hammer. There is a charm and organised chaos about the building, alongside a highly

“We make traditional sports cars that are unashamedly nostalgic and we can continue to evolve the design. But we have our eyes open when it comes to cutting-edge tech”

STEVE MORRIS
Chief executive

E ODDS

ir with its first-ever all-electric model



Nathan Morgan

YOUTH POLICY Morgan has invested heavily in training apprentices, and one of these is Luke Smith, who appreciates the opportunity to learn his trade from Morgan’s old hands

skilled workforce you won’t find in the rest of today’s hi-tech automated car industry. It’s fair to say that Morgan is a slightly eccentric one-off.

Morris is quick to stress that the workforce is pivotal to the success of Morgan: “Everything revolves around our highly skilled workforce. We rely on our people and we are investing heavily in training and creating new apprentices.”

One of those apprentices who are the long-term future of Morgan is 21-year-old Luke Smith, now in his fourth year as an apprentice sheet metal worker. Luke’s training is very much hands-on, as he explained: “I am learning all the skills needed from the old boys in the factory who have years of experience and knowledge.

“I love working for Morgan because we are hand-building traditional sports cars, and it’s a small British car firm that is famous all over the world.”

Nostalgic

And Morgan’s youth policy extends across the business. Chief designer Jon Wells is a youthful 29-year-old, with the heavy burden of designing the Morgans of the future. “We make traditional classic sports cars that are unashamedly nostalgic, and I think we can continue to evolve the design.”

Critics say there should be no place in the modern motoring world for a firm like Morgan, whose models look like they belong in a bygone age. But Morgan has been successfully defying the odds for most of its history. Such is the lure and magic of the brand that over 30,000 owners and friends took an official tour around the factory in Malvern last year.

Morris concedes that finding the right balance between making traditional sports cars that embrace the latest tech is challenging, but believes it is what makes Morgan different from much of the sterile, run-of-the-mill modern car industry.

Morris, who has worked his way from the shop floor to the top job in a 32-year career at Morgan, says his long-term goal is to make it a robust company that achieves sustainable growth, and not be a ‘boom or bust’ business. But he accepts that being such a small player presents ongoing challenges: “The real challenge in developing new models is always cash. We are a small independent company and we have to get the most out of our limited budget.

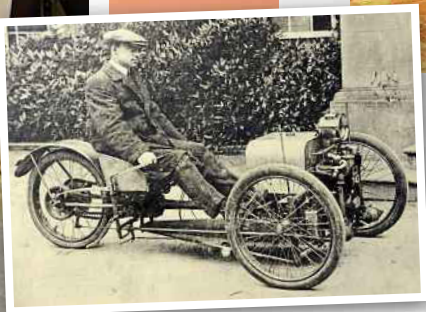
“But we remain in control of our own destiny and we represent a small business with great British workers who have real skills and produce cars with a difference that people all over the world want to buy.”

Morgan is becoming more efficient, too, as it has reduced the waiting list for a car from five years in the nineties down to nine months now. And, as we left the factory, a car transporter arrived to collect Morgans to be shipped around the world, including a vivid green Plus 4 model on its way to a waiting owner in New Zealand.

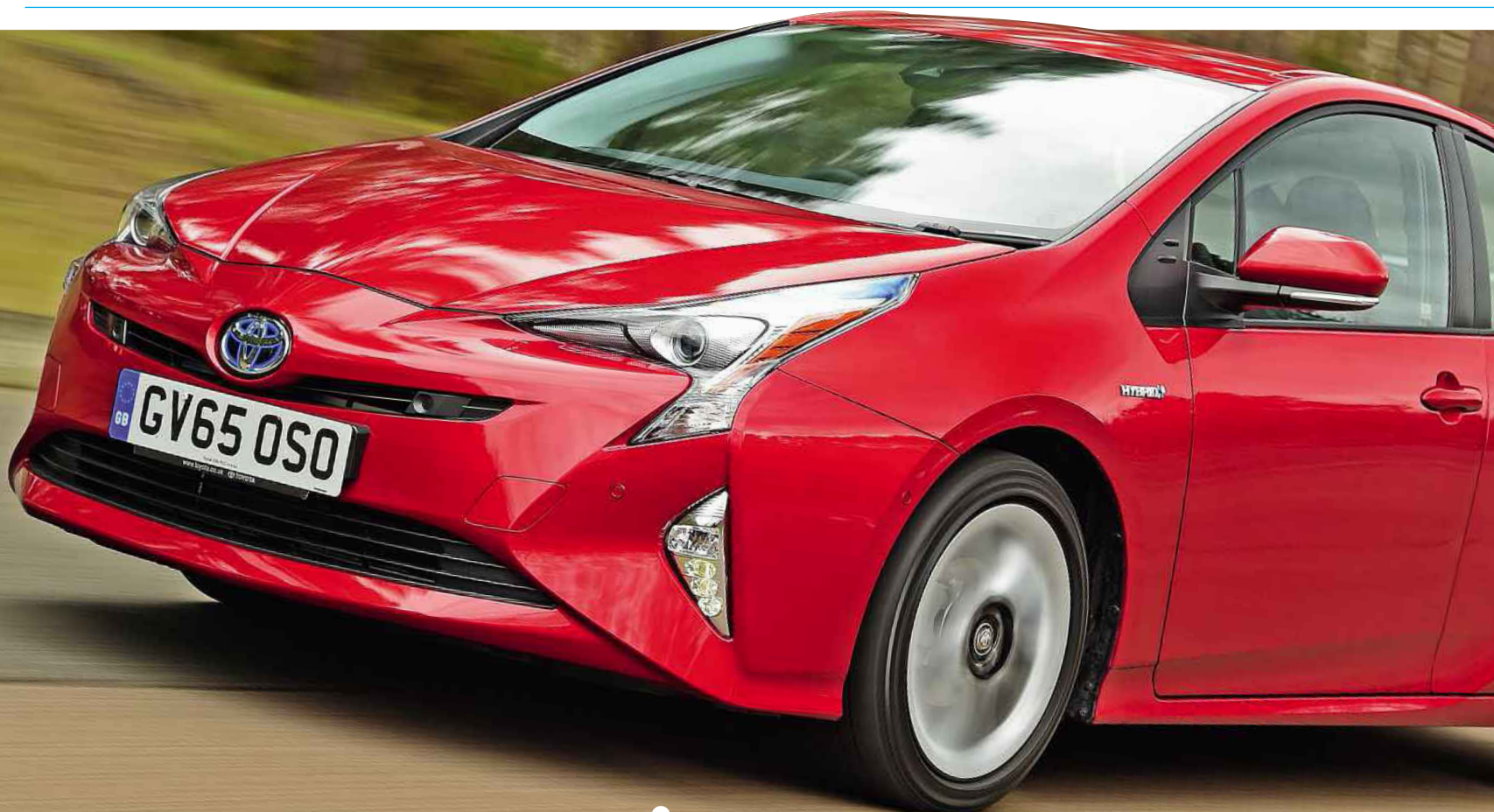
Morgan may be small in size but its appeal stretches across the world – and it is every inch a very British affair.

HISTORY

Classic appeal of Morgan cars is widespread – more than 30,000 people visited factory during 2015



“EV and hybridisation will help to double sales from 800 to 1,600 in five years”



Toyota Prius

FIRST DRIVE All-new hybrid hits the UK with better drive and lower running costs

Performance

0-60mph/top speed
10.6 seconds/112mph



Running costs

85.6mpg (official)
£44 fill-up



Steve Fowler
Steve_Fowler@dennis.co.uk
@stevefowler

AE TOYOTA'S Prius may have iconic status and found fame as the car of choice for environmentally-conscious celebs (and cab drivers who value reliability and running costs above all else), but it's never received the critical acclaim you might expect that it deserves. We've never really been fans.

So could this all-new model change things? We reset the trip computer and headed off for our first UK drive to find out.

You might not admire the new sharp-edged styling – better from the front, but a crazy collection of lines and angles at the back – yet you can't fail to admire the engineering that's gone into this new model. Everything has been analysed and improved for greater efficiency. Even those polarising looks are designed to smooth airflow for more mpg and lower CO₂.

The engine, gearbox, battery and electric motor have all been revised. And the car sits on a brand, spanking new platform that will underpin a whole host of new Toyota models. A good start.

So are we now fans of the Prius? Well, yes. If you approach the car looking for

something that will not only prove efficient and cheap to run, but be very easy and comfy to drive and to live with, you'll love it.

The new model feels more connected to the road than before – not in a hot hatch sort of way, but it doesn't hop over surfaces like the old one. While the ride isn't perfect, it's way better than before. The steering is improved, too; again, don't expect it to wow you with feedback from the front wheels, but it's light, direct and secure.

As before, the Prius will pull away silently in electric mode, and go a bit further on battery power than it used to. But when the engine kicks in, you'll barely notice it. And if you're listening to the radio, you probably won't hear it, either. You'll also be surprised how often this new car switches to driving on battery power.

There's still a CVT auto box – again further optimised for efficiency – but unless you use the throttle like a switch, you really won't notice the engine's revs rise and gently fall.

Even the brakes have a well engineered feel to them. There's none of the grabbiness many hybrids have as the brakes harvest energy to send back to the battery. The Prius does that, of course, but perhaps because Toyota has been making hybrids for so long, it's managed to make the brakes work more



progressively. So there's no excuse for cabbies not to do super-smooth stops.

That general calm is broken slightly by tyre noise – no doubt due to the optimised eco Yokohamas it wears. Another downside to the race for efficiency is the 'plink' rather than 'thunk' as you shut the doors. Making something really light have a quality feel is extremely difficult – and it shows.

The Prius' 'easy life' mantra is also apparent in the new interior. Quality has taken a big step forward with a slightly squishier feel to the dash top and other plastics (although it's still some way off a VW Golf), while visibility is good all around.

All the controls have been engineered for ease of use and longevity rather than a quality feel, but that adds to the relaxed nature of the car. Of course, there's the obligatory touchscreen for the multimedia



Boot is big, but there's a step in floor when seats fold. Eco tyres kick up a bit of noise

system, plus the traditional centrally mounted high-up display for speed and efficiency data. The new platform means more room in the back and boot, although headroom isn't too generous and there's a step when you fold the rear seats.

And although our top-spec Excel model lists at £27,450, it's loaded with the latest gadgets to keep you safe and happy.

Tax bills, with emissions of 76g/km, will be low, but how did we fare in the real world? After zeroing the computer, we recorded 75mpg over mixed roads, which dropped to 65mpg when we returned to base via the motorway. Both short of the claimed 85.6mpg of this model, but still pretty impressive figures nonetheless.

37 **i20 COUPE TURBO**
Punchy three-cylinder engine gives Hyundai three-door a boost.

38 **FORD FIESTA ST**
Tuner Mountune hikes power on pocket rocket favourite to 227bhp.

40 **KIA SPORTAGE**
All-new compact SUV arrives in the UK, and we get behind the wheel.

44 **LEXUS GS 300h**
New hybrid coupé looks great, but does it deliver an exciting drive as well?



Essentials

Toyota Prius Excel

Price:	£27,450
Engine:	1.8-litre four-cylinder, plus electric motor
Power:	97bhp (engine), plus 71bhp (motor)
Transmission:	Continuously variable auto, front-wheel drive
0-60mph:	10.6 seconds
Top speed:	112mph
Economy:	85.6mpg
CO₂:	76g/km

ON SALE Now



PRACTICALITY Plenty of room across the back for three passengers, although the very tallest will notice the car is lower than before. Visibility is good for driver and passengers



GEARBOX CVT auto box has been refined, so it's more responsive and quieter. You'll only really hear the engine whine if you're brutal with the throttle and don't drive with the radio on



Pete Gibson

Dash design is still futuristic, but now features soft-touch materials not seen before in a Prius. Lots of tech on board, too



Rear styling is controversial, but it's all in the name of greater efficiency and reduced fuel bills



AUTO EXPRESS Verdict

WE may not have been big fans of the Prius before, but we are now. There's lots to admire in the engineering and technology, if not the look of the car. And it's hard not to be swayed by the numbers – it's not cheap to buy, but it will be cheap to run. It's comfortable, refined and easy to live with – and more than just a cabbies' favourite now.



Lamborghini Huracán Spyder

FIRST DRIVE Roof comes off supercar stunner – and the results are absolutely devastating



Performance

0-62mph/top speed
3.4 seconds/201mph



Running costs

23mpg (official)
£79 fill-up



Steve Sutcliffe

mail@autoexpress.co.uk

AE THE Lamborghini Huracán has been on something of a roll over these past 12 months. Since starting life with a surprisingly muffled introduction in 2014, it's matured and improved, with advanced four-wheel and two-wheel-drive versions both subsequently being launched.

For its latest trick, Lamborghini has presented us with this model – the all-new Spyder, complete with a brilliant folding hood mechanism, drop-dead gorgeous looks and, best of all, that same 5.2-litre V10 engine screaming away behind your head.

In Spyder guise, the noise – and equally, the drama it inevitably brings – is richer than ever. There are few experiences on four wheels that can top what a Spyder feels like at 8,000rpm in second gear, hood down, wind in your hair, and the horizon seemingly on hyperspace as it rushes towards you.

But the Spyder is far more than just a Huracán that's had its roof removed in the name of kerb appeal. Beneath the skin, Lamborghini's increasingly thorough engineers have gone to great lengths to ensure the driving experience remains just as pure as it is in the coupé.

Strengthening has been added front and rear to make the car over 60 per cent stiffer than its predecessor, the Gallardo

Spyder, while anti-roll bars, which emerge in milliseconds in the event of a full roll, have been gracefully added into the bodywork.

The result is a car that weighs 122kg more than the coupé, but with 602bhp and 560Nm to propel it over the line, the Spyder is still the definition of quick. Zero to 62mph takes 3.4 seconds, while the top speed still remains on the exciting side of 200mph – it will do 201mph compared to the limited 204mph of the coupé. That's achievable with the roof up or down, says Lamborghini.

Sant'Agata's engineers also spent an inordinate amount of time perfecting the Spyder's aerodynamics with the hood down, not merely to ensure that it goes as fast as it does, but also to make it as civilised as possible when on the move.

Press the magic button down by the electronic handbrake, and in just 17 seconds, the three-part soft-top makes its way smoothly into the rear bodywork. What's more, you can raise or lower the hood while driving up to 30mph – so all this tech shows the Spyder isn't just a pretty face.

Plus, up until at least 80mph, the Spyder is still remarkably refined, with just the faintest intrusion from the wind. This is

helped by an electric rear screen that helps remove swirl from around passengers' heads.

The biggest compliment it's possible to pay Lamborghini's engineers about the way the Spyder drives is simply to confirm what they already claim; that it drives just like the coupé. There is the occasional hint of shimmy over really nasty expansion joints, but otherwise, it seems to have suffered zero compromises in the transformation.

Naturally, that means it goes like a train once you've wound the V10 up past 4,000rpm – below that, it feels mildly underwhelming in terms of torque, but that might just be in contrast to the explosive results thereafter.

It rides surprisingly well for such a focused supercar, and handles beautifully, now that the understeer from previous models has been dialled down. It stops just as spectacularly, too, thanks to its standard-fit carbon-ceramic brakes.

Personally, I'm still not convinced about the way the Huracán steers, as the power assistance can feel a little too strong for my tastes. But, undeniably, the Spyder really does deliver a drive as good as its looks. And when it looks as good as this...



DRIVE

Beyond 4,000rpm the Spyder feels exceptionally fast. Plus the ride is extremely good and the handling is much more accomplished than on early Huracán models



"The biggest compliment to pay Lambo's engineers is to confirm the Spyder drives just like the coupé"

der

Essentials**Lamborghini Huracán Spyder**

Price:	£205,000 (est)
Engine:	5.2-litre 10cyl petrol
Power:	602bhp
Transmission:	Seven-speed auto, rear-wheel drive
0-62mph:	3.4 seconds
Top speed:	201mph
Economy:	23mpg
CO₂:	285g/km

ON SALE March

STARTER Nestled behind the driver sits Lamborghini's glorious 5.2-litre naturally-aspirated 602bhp V10 engine. It's brought to life by the fighter-pilot like switch, and will fire you from 0-62mph in 3.4 seconds – just two tenths slower than the coupé

EQUIPMENT Carbon fibre bucket seats are firm but supportive, while the driving position has plenty of adjustment. The infotainment system is a bit fiddly to operate, and can be difficult to read as it sits behind the steering wheel



Lambo's elegant soft-top folds away in 17 seconds with little effect on comfort. The roof can be operated at speeds up to 30mph

**Auto Express Verdict**

POSSIBLY the most desirable version of the Lamborghini Huracán so far, the Spyder accentuates its knee-trembling good looks with a truly impressive set of dynamic credentials for an incredibly refined experience. It drives as well as the coupé, turns more heads on the road, and with the hood down, sounds truly out of this world. It may seem a ridiculous statement to make, but if ever a car was worth £205,000, this is it.



TESCO

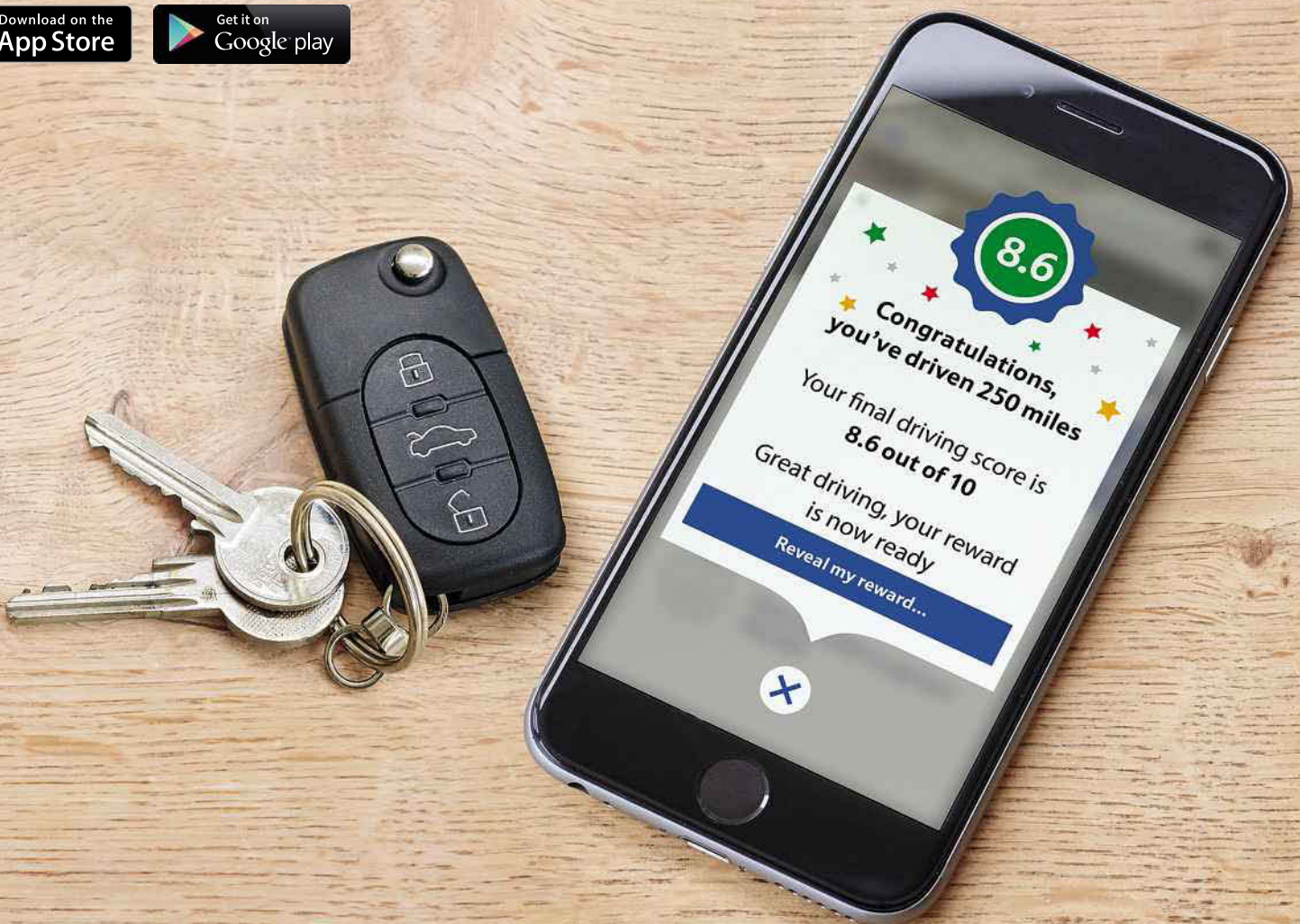
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Essentials

Hyundai i20
1.0 GDi Sport Nav

Price:	£16,200
Engine:	1.0-litre 3cyl petrol
Power:	118bhp
Transmission:	Six-speed manual front-wheel drive
0-62mph:	10.2 seconds
Top speed:	118mph
Economy:	58.9mpg
CO ₂ :	112g/km

ON SALE Now

Hyundai i20 Coupé

■ **FIRST DRIVE** Punchy three-cylinder turbo gives three-door a boost

Dean Gibson
Dean_Gibson@dennis.co.uk
@DeanGibson

AE WHEN Hyundai launched the second-generation i20 last year, it marked the start of a new, youthful approach for the supermini. Not only did the range get a fresh look, the three-door was rebranded as the i20 Coupé. Now, for the 2016 model year, Hyundai has added a sporty new engine to the line-up in the shape of a 1.0-litre three-cylinder turbo petrol.

The unit comes in two states of tune. The 99bhp version replaces the naturally aspirated 1.4, while topping the range is a new 118bhp version, which is the most powerful engine seen in a roadgoing i20.

Fire it up, and you're greeted by a familiar three-cylinder thrum from under the bonnet, although there's no vibration to go with it. The engine revs freely, and has more of the character of a naturally aspirated unit than a modern turbo. While rivals offer decent power from low revs, the i20 feels at its best at 5,000rpm and above, while the rorty exhaust note gives the car a sporty edge.

You get a six-speed gearbox, but while the lever feels a bit chunky in your palm, shifts



Screen has nav and relays images from reversing camera

are smooth, so it's easy to keep the engine revving and make the most of its power.

In corners, the Hyundai is safe rather than sporty. There's plenty of grip and body roll is kept in check pretty well, but the steering wheel doesn't provide much feedback and the whole chassis is designed to deliver safe understeer when you reach the limits of grip. Take it easy, and while the engine isn't too raucous, those large

17-inch wheels add a firm edge to the ride; it's not uncomfortable, but it means the car fidgets at motorway speeds.

Elsewhere, the i20 Coupé is a smart-looking three-door, although it's more of a racy hatchback than pure coupé. But that's no bad thing, as interior space is on a par with the five-door's, and there's marginally more boot space, too. Access to the back seats is a little tricky, as the doors aren't the biggest, but there's decent room for two and a tiny middle rear seat if you really need to carry a third passenger.

At £16,200, our Sport Nav test model isn't cheap – it's pricier than a 123bhp Ford Fiesta Titanium EcoBoost – but then it comes with a long list of kit, including sat-nav, DAB radio, reversing camera and cruise control. Plus, Hyundai's five-year warranty is still an attractive bonus.

Turbo i20 needs to be revved to make fast progress; big wheels give firm ride



Pete Gibson

SEATBELT Front seatbelt is held in a bracket that clicks into choice of positions to suit tall or short occupants; it can be lowered to aid access to the back seats



SPACE Rear seat space is reasonable, although the middle seat is very tight. Small back windows mean it feels a bit claustrophobic, but headroom is good



PRACTICALITY The 311-litre boot is 10 litres bigger than the one in the five-door i20, plus there's a false floor with extra storage space underneath



Verdict

THE i20 Coupé has plenty of appeal thanks to its sharp looks and long list of kit, while the 1.0-litre turbo petrol engine is a decent performer. You need to keep the revs up to make the most of its power, although the decent six-speed gearbox ensures that's no hardship. Although the handling is tidy, it could be more engaging, but for most buyers the respectable running costs will offset any lack of driving involvement.





Ford Fiesta ST MR230

FIRST DRIVE Tuner Mountune ups the power on pocket rocket favourite



Richard Ingram
Richard_Ingram@dennis.co.uk
@rsp_ingram

AE A FEW years back, specialist tuner Mountune released a series of tweaks that promised to up the ante on our favourite hot hatch, the Ford Fiesta ST. We've already driven the MP215 upgrade, which adds a 33bhp boost for just £599, but here we have the hardcore MR230.

Sold as a 'Racing' kit, the MR230 set-up adds another 15bhp – taking power up to 227bhp – through the addition of a new high-flow air box, alloy intercooler, air filter and cat-back exhaust. It can be applied to any current-generation ST and takes around seven hours to fit. The work needs to be done either at Mountune HQ in Brentwood, Essex, or at one of Ford's 'PRO' dealers, but will cost you £2,295, a hefty whack for a few extra bhp.

On the road, the ST MR230 is quick – very quick, in fact. It'll sprint from 0-62mph in 5.9 seconds, which is not only a full second faster than the standard car, but six-tenths quicker than the bigger, more powerful Focus ST. The extra 50Nm of torque comes



Cabin is familiar Fiesta fare, and is starting to feel its age compared with newer rivals

in handy, too. The in-gear acceleration is simply mindblowing, allowing you to pass slower moving traffic with ease.

The turbo seems perfectly tuned and constantly on boost, allowing you to build speed at lightning pace. The noise has been turned up a notch, too, with the new exhaust system emitting a pleasing rasp

under hard acceleration, although it turns into an intrusive drone on the motorway.

Our car also had an uprated spring kit fitted, which made the car unbearably firm. We'd stick with the standard set-up, as it still delivers pin-point handling, while also being easier to live with.

And that's the beauty of the Fiesta ST. It's just as simple to drive as a humble 1.0-litre EcoBoost. As you'd expect, the cabin is identical, with the same limited rear passenger space and matching boot.

The biggest issue with the MR230 upgrade, however, is it invalidates Ford's manufacturer warranty – unlike Mountune's less powerful MP215 kit. However, Mountune does offer a one-year/12,000-mile warranty on all parts supplied for some extra peace of mind.

Mountune decals and special badging at rear mark car out from standard ST



Essentials

Ford Fiesta ST MR230

Price:	£17,645 (plus £2,295 kit)
Engine:	1.6-litre 4cyl turbo
Power:	227bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	5.9 seconds
Top speed:	139mph
Economy:	47.9mpg
CO₂:	138g/km

ON SALE Now



Otis Clay

PRACTICALITY ST is one of the smaller hot hatches on the market and is really only suitable for two in the back. It's also strictly a three-door



BOOT The 290-litre boot is roomy enough, but is hindered by a relatively high load lip. Folding the rear seats flat frees up a total of 974 litres of space



POWER UPGRADE MR230 upgrade adds an extra 48bhp and 50Nm of torque to the ST, upping the total power to 227bhp and 340Nm

Auto Express Verdict

SPEED freaks and diehard fast Ford fans won't question the £2,295 cost of the MR230 upgrade, but as a trade-off you'll have to put up with some refinement issues. We'd suggest that you go for the cheaper MP215 upgrade, keep hold of your manufacturer warranty, and you'll end up with one of the best hot hatches around.



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Vehicle shown is 2016 MG3 3Form Sport in Red Rose with black roof and White Trophy Stripe graphics pack.

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MG3 fuel consumption: URBAN 37.7-41.7 mpg (7.5-6.8 l/100km), EXTRA URBAN 57.6-59.6 mpg (4.9-4.8 l/100km), COMBINED 48.7-51.5 mpg (5.8-5.5 l/100km), CO₂ Emissions: 136-124g/km. MG6 fuel consumption: URBAN 52.3 mpg (5.4 l/100km), EXTRA URBAN 68.8 mpg (4.1 l/100km), COMBINED 61.4 mpg (4.6 l/100km), CO₂ Emissions 119 g/km.

Models shown – 2016 MG3 3FORM SPORT in Red Rose with black roof and White Trophy Stripe graphics pack at £10,553 and MG6 TL in Passion Red at £17,995. †On the road (OTR) price of £8,399 applies to the MG3 3TIME with no optional extras and £13,995 applies to the MG6 S. OTR prices include VAT where applicable, vehicle first registration fee, delivery, number plates and 12 months' Vehicle Excise Duty. *From prices shown exclude optional metallic paint, accessories and graphics packages. Fuel consumption values shown are based on official EU test figures and are to be used as a guide for comparative purposes and may not be representative of actual driving results.

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Kia Sportage

Performance

0-62mph/top speed
9.2 seconds/125mph



Running costs

37.2mpg (official)
£57 fill-up



FIRST UK DRIVE Can new SUV deliver the goods on British roads?



James Batchelor
james_batchelor@dennis.co.uk
@JRRBatchelor

AE IT'S hard to think of a car that has changed a manufacturer's image quite like the Kia Sportage. The third-generation model – which is now bowing out after six years on the market – transformed Kia from a maker of cheap and cheerful cars to a stylish and fashionable brand. So it's fair to say the stakes are pretty high for the new Mk4 version, which we've driven here in the UK for the first time.

The newcomer doesn't take a gargantuan step up from its predecessor, as the shape is evolutionary and the car has only grown a little in size. The proportions are largely the same, with a distinctive sloping roofline, racy-looking narrow side windows and bulging wheelarches. But the rear has been tidied up with simpler lines and sleeker tail-lights.

You'll find the biggest changes at the front, as the new Sportage gets a unique

version of Kia's tiger nose grille. However, we think the design looks a little busy – something which is emphasised on our GT Line car by four cube-shaped foglights.

The growth in size is negligible on paper. Width and height are the same as in the outgoing car, yet there's a jump of 40mm in length and a 30mm increase in the wheelbase. These make themselves felt in the rear, where there's a bit more kneeroom and the floor is 40mm lower. Getting in and out is easier as a result, too.

Staying inside, the 60:40 split rear seats handily fold almost completely flat. Plus, boot capacity is a decent 491 litres – 26 litres more than before – and 1,480 litres with all the seats folded. However, the Mazda CX-5 trumps the Kia on both fronts, with a 503/1,620-litre capacity. While it may

not measure up to the best in the class for space, the Sportage is a big improvement on the old model for interior comfort.

The dashboard design is far more mature and elegant, while quality has improved, too; the upper part of the dash is covered in soft-touch plastics and the switchgear feels sturdy. All but the entry-level model get a seven or eight-inch touchscreen.

Speaking of equipment, the range remains simple. The Sportage comes in a set of regular trim levels – 1, 2, 3 or 4 – and all get 16-inch alloys, air-con and Bluetooth with music streaming as standard, plus a healthy haul of safety gear, such as Trailer Assist and Downhill Brake Control. KX denotes four-wheel drive, while the GT Line model tested here adds sportier styling, black and grey leather seats, a TFT display between the

"On twisty roads the Sportage showed it has surprisingly sharp steering and good feedback"



NEED TO KNOW

Sportage is the best-selling Kia in the UK market, accounting for nearly 29 per cent of sales



Maximum boot capacity of 1,480 litres is decent, yet it still trails a Mazda CX-5's load area by 120 litres. Material quality has improved immensely over the outgoing car's



dials and heated front and rear seats. This trim only comes with one engine: the new 1.6-litre turbo petrol with four-wheel drive.

This engine sounds enticing on paper, delivering 174bhp and 265Nm of torque. And when fitted with Kia's seven-speed dual-clutch gearbox, it's also the quickest Sportage – completing the 0-62mph sprint in 8.8 seconds. Plus, it claims 37.7mpg economy and CO₂ emissions of 175g/km. But despite these power figures, the 1.6 turbo never really feels that quick, although it is pleasantly quiet and smooth.

The rest of the engine range remains unchanged from the previous model's, with company car drivers likely to sway towards the greener 1.7-litre diesel; there's also a larger 2.0 CRDi with 134bhp or 182bhp.

For the most part, the Sportage runs in two-wheel-drive mode, yet it can send

40 per cent of its power to the rear wheels when extra traction is required. There's also a lock mode to keep all four wheels turning if necessary.

Although the new 1.6 turbo doesn't delight as much as it should, the Sportage is a lot more fun to drive than before, and that's thanks to a new steering system with a repositioned electric motor that provides far better responses. On twisting roads, the Sportage showed it has surprisingly sharp steering and good levels of feedback.

And while the Kia is more refined – it's considerably quieter and more comfortable than the previous model – a quick change in direction doesn't result in excessive body roll. But the chassis doesn't feel all that agile, meaning the CX-5 and Ford Kuga are still more fun to drive.

The Sportage range is more expensive than before, too, with prices going up by between £400 and £1,200.

PAGE 43: Kia Optima driven in UK

Body roll is kept in check in corners, yet chassis doesn't feel hugely agile

Essentials

Kia Sportage 1.6 T-GDi GT Line

Price: £24,350

Engine: 1.6-litre 4cyl turbo

Power: 174bhp

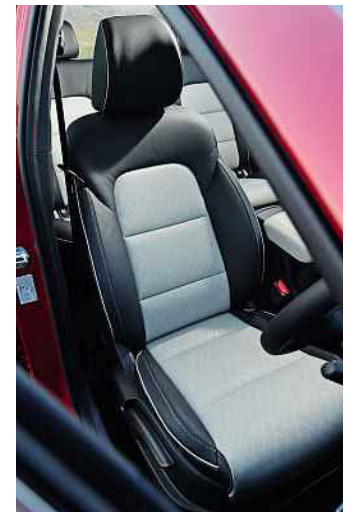
Transmission: Six-speed manual, four-wheel drive

0-62/top spd: 9.2 secs/125mph

Economy: 37.2mpg

CO₂: 177g/km

ON SALE Now



PRACTICALITY Now longer but lower to the ground, the Sportage is easier to get in and out of and is also more spacious in the rear



FOUR-WHEEL DRIVE KX-spec versions of the Sportage get all-wheel drive, but they're only available with the 2.0-litre diesel engines



Auto Express Verdict

NOT only does the new Sportage look quite different to the previous car on the outside, under the skin some radical changes have been made, too. It's better made, roomier and noticeably more fun to drive than before. All this is reflected in the small price hike, but you can be sure that the Sportage is a better all-rounder than it has ever been. However, we'd stay clear of this turbo petrol engine and opt for one of the diesels instead.



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Essentials

Kia Optima 1.7 CRDi

Price:	£23,495
Engine:	1.7-litre 4cyl diesel
Power:	139bhp
Transmission:	Six-speed manual, front-wheel drive
0-62mph:	10.0 seconds
Top speed:	126mph
Economy:	67.2mpg
CO ₂ :	110g/km

ON SALE Now



EQUIPMENT Every Optima gets alloy wheels as standard, as well as sat-nav and dual-zone air-con. Top spec models add a panoramic roof and keyless go



PRACTICALITY Space in the rear is generous, although the raised middle seat makes accommodating three adults in the back a bit of a challenge



BOOT While the 510-litre load bay is a decent size, it's smaller than rivals'. The opening is large, but the tall boot lip makes it tricky to load bulky items



Verdict

AS an all-rounder, the Optima ticks a lot of boxes – it's decent value, looks great and is now reasonably refined to drive. However, the traditional saloon is always going to struggle to appeal to buyers when an increasing number of compact crossovers and SUVs can do all of that and more for the same amount of cash. The plug-in hybrid model should inject some welcome interest when it arrives.



Kia Optima

Performance
0-62mph/top speed
10.0 seconds/126mph



Running costs
67.2mpg (official)
£69 fill-up



FIRST UK DRIVE Saloon fights back with fresh look and cleaner diesel



Jonathan Burn
Jonathan_Burn@dennis.co.uk
@Jonathan_burn

AE IN a world where crossovers and SUVs are taking over – they now officially account for 22.5 per cent of cars sold across Europe – it's a growing concern that traditional saloons like the Kia Optima will eventually slip into insignificance.

Undeterred, the company is forging ahead with the all-new Optima, focusing on improving overall quality and refinement in a bid to cater to UK buyers' tastes.

From the outside, the new front end looks a little sharper and the rear a little sleeker, but as this was already one of the more handsome family cars around, a complete overhaul wasn't exactly necessary. It's certainly better proportioned than the Ford Mondeo, although the latest Skoda Superb may just pip it in the style stakes.

The same cannot be said about the interior. It's sturdy, well put together and moulded from soft leathers and plastics, but it looks uninviting. Its design is logical rather than likeable – yet you can't take issue with the amount of equipment you'll find yourself surrounded by.

Go for the mid-spec Optima 3 we drove, and Kia will throw in an eight-inch infotainment system complete with navigation, a reversing camera, Harman Kardon sound system, 18-inch alloy wheels and dual-zone air-con as standard.

Until a plug-in hybrid version of the Optima arrives later this year, the only engine option you have is the old 1.7-litre diesel. It's been tweaked to produce slightly more power and torque – there's now 139bhp and 340Nm on tap – but crucially CO₂ emissions have been cut by 14 per cent to 110g/km and fuel economy is up to 67.3mpg. Performance



Material quality impresses inside, but design is uninspiring; Kia scores on refinement



is adequate, with the 0-62mph sprint taking 10 seconds, but a far greater area of improvement has been with refinement.

The stiffer body structure, retuned springs and dampers and added sound deadening make the latest Optima a far more relaxing car in which to cover ground. At motorway cruising speeds, the engine settles and wind noise is well suppressed, while potholes and

rutted surfaces do little to upset the saloon's composure or momentum.

The electric steering is a little too light and void of feel, plus the six-speed manual gearbox feels quite slack and limp between changes; but this car has clearly been set up with comfort in mind. What's likely to be a better fit for the Optima's character is the new seven-speed dual-clutch auto – just so long as you can afford the £1,400 premium.



Lawrence Allan
Lawrence.Allan@dennis.co.uk
@LobAllan

AE LEXUS' primary focus in the UK is on its hybrids. It expects to sell four times more examples of the petrol-electric RC 300h than the petrol RC 200t tested in Issue 1,405. So, with that in mind, does the eco version of the sporty two-door coupé make sense?

The 300h's powertrain will be familiar to anyone who's driven a modern Lexus. It has the same 2.5-litre naturally aspirated petrol engine and electric motor combination you'll find in the GS, IS and NX, producing a total of 220bhp and 221Nm of torque. That's not a huge amount of shove, plus the RC isn't the most featherweight coupé in its class – it tips the scales at a chunky 1,736kg, which is around 60kg more than the 200t.

A 0-62mph sprint time of 8.6 seconds may be over a second down on the petrol car's, but in reality, the hybrid feels just as quick when up to speed. This is mainly due to the 200t's sluggish eight-speed auto gearbox, whereas the 'gearless' CVT set-up in the 300h provides fairly instant acceleration.

Throttle

It's slightly hesitant from a standstill, however, while the throttle response is sometimes difficult to judge. Ask for continuous hard acceleration, and – as is typical with this powertrain – revs will soar unpleasantly and you won't be rewarded with much extra pace. It's better to take it easy and enjoy the smooth and silent electrical assistance around town; if we're honest, this suits the Lexus down to the ground.

Both the RC 200t and RC F impressed us with their style and quality, yet they were found wanting in terms of driving dynamics compared to established rivals. And it's the same story with the hybrid. The hefty kerbweight blunts responses, so while the steering is direct and turn-in sharp, body control isn't as tight as the BMW 4 Series'.

There's little to engage keener drivers, and that feeling isn't helped by numb controls and the inconsistency of the hybrid's brake regeneration. Our model does without adaptive suspension (which softens the ride), yet the 300h still felt comfortable despite being a little firm.

The Lexus is unchanged visually both inside and out, other than badging. But that's no bad thing, as it's more striking to look at than all of its German



Lexus RC 300h

FIRST DRIVE We see if hybrid brings out the best in sleek coupé



NEED TO KNOW

The RC is the first four-seat coupé Lexus has officially offered in the UK, as the Soarer of the nineties was an unofficial grey import



Steering is precise, yet there's still lots of roll in corners; 340-litre boot is tight





RC 300h performs best when you take it easy, serving up smooth and silent progress

Essentials

Lexus RC 300h

Price:	£40,495
Engine:	2.5-litre 4cyl turbo, plus electric motor
Power:	220bhp
Transmission:	CVT automatic, rear-wheel drive
0-62mph:	8.6 seconds
Top speed:	118mph
Economy:	57.6mpg
CO₂:	113g/km

ON SALE Now



Pete Gibson

EQUIPMENT Classy 18-inch alloy wheels come as standard on top-spec Premier cars, along with Lexus' Premium Navigation system and 17-speaker Mark Levinson sound system



TECH Central dashboard screen displays sat-nav, trip read-out and energy usage, while hybrid models get power dials instead of a traditional rev counter in the instrument cluster



Verdict

THE RC 300h is set to be the most popular model in Lexus' new coupé line-up, and we can understand why. It's far from the most thrilling car to drive, but the hybrid is a more rational choice because it's smooth and costs much less to run than the petrol 200t. The RC's flaws still remain – namely its tight rear seats, small boot and awkward multimedia controls – although the car's striking looks set it apart from its established German rivals.



Coming soon

Automedica



BMW 5 SERIES AUGUST

THE new Jag XF rival will sharpen up with a new aluminium platform and three-cylinder engines later this year.

SUPERMINIS			
Ford Ka+	2017	TVR sports car	2017
Ford Fiesta	2017	VW Golf GTI Mk8	2019
Kia Rio	2018	SUVs	
Nissan Micra	summer	Abarth 500X	2017
Renault Twingo GT	mid 2016	Alfa Romeo SUV	late 2016
Renault 5	late 2017	Aston Martin DBX	2017
SEAT Ibiza	2017	Audi Q2	late 2016
Smart ForTwo Brabus	mid 2016	Audi Q5	late 2016
Suzuki Swift	2017	Audi Q6	2018
Suzuki Baleno	May	Audi Q8	2020
Volkswagen Polo	2017	Audi RS Q2	2017
FAMILY CARS		Bentley Bentayga Coupé	late 2016
Alfa Romeo Giulia	late 2016	BMW 1 Series Sport Cross	2017
Alfa Romeo Giulia Estate	2017	BMW i5	2017
Audi A3 three-cylinder	mid 2016	BMW X2	2017
BMW 3 Series Plug-in	spring	BMW X3	late 2016
Fiat Tipo	mid 2016	BMW X7	2018
Honda Civic	late 2016	Citroen Grand Cactus	2017
Honda FCV	late 2016	Dacia Duster facelift	March
Kia Optima estate	late 2016	DS 3 SUV	2018
Kia Sportage	February	Ford Edge	spring
Jaguar XE Sportbrake	late 2016	Infiniti QX30	mid 2016
Mazda large SUV	2017	Jaguar F-Pace	April
MG5	2020	Jaguar 'Baby' F-Pace	2017
MINI Countryman	late 2016	Kia B-SUV	2018
Nissan Leaf	2017	Kia Niro Hybrid	July
Porsche Panamera	late 2016	Lamborghini Urus	2018
Porsche Panamera estate	2017	Land Rover Defender	2018
Renault Mégane Sport Tourer	autumn	Land Rover Discovery 5	2017
Subaru Impreza	late 2016	Maserati Levante	summer
Tesla Model 3	late 2016	Mazda CX-4	late 2016
Toyota Prius	spring	Mercedes-AMG GT four-door	2017
Vauxhall Insignia	2017	Mercedes GLC Coupé	June
Vauxhall Insignia Sports Tourer	late 2017	MG GS	summer
VW Beetle Dune	mid 2016	Mitsubishi ASX	spring 2017
VW Golf CC	late 2016	Mitsubishi Shogun	2017
SPORTS CARS		Nissan Juke	summer 2018
Abarth 124 Spider	2017	Peugeot 3008	2017
Alfa 4C Stradale	mid 2016	Porsche Cayenne Coupé	2017
Aston Martin DB11	late 2016	Qoros 2 SUV	mid 2016
Aston Martin V8 Vantage	2018	Qoros 3 City SUV	2017
Audi A5	mid 2016	Renault Alaskan pick-up	late 2016
Audi A9	2018	Renault seven-seat SUV	2017
Audi RS4	late 2016	Rolls-Royce Cullinan	2018
Audi S4	mid 2016	SEAT SUV	late 2016
Audi TT RS	mid 2016	Skoda seven-seat SUV	late 2016
Audi TT Sportback	2017	Skoda Coupé SUV	2017
Audi TTQ	2017	Skoda Yeti	2017
BMW i8 Plus	late 2016	Suzuki Ignis	2017
BMW M2	summer	Tesla Model X	summer
BMW M4 GTS	summer	Toyota C-HR	summer
Bugatti Chiron	2017	Volkswagen Tiguan	April
Caterham sports car	2018	Volkswagen Golf SUV	2017
Ford Focus RS	April	Volvo XC40	2017
Ford GT	late 2016	Volvo XC60	2017
Ford Mustang GT350	late 2016	PEOPLE MOVERS	
Honda CR-Z	2017	BMW 2 Series Plug-in	spring
Honda NSX	late 2016	Renault Scenic	late 2016
Infiniti Q60	November	Vauxhall Zafira	late 2016
Jaguar F-Type SVR	late 2016	CABRIOLETS	
Jaguar XE R	summer	Audi R8 Spyder	May
Kia GT4 Stinger	2017	BMW i8 Spyder	late 2016
Lamborghini Asterion LP910-4	2017	BMW M2 Convertible	2017
Lamborghini Huracán RWD	March	Ferrari 488 Spider	spring
Lexus RC	February	Fiat 124 Spider	summer
Lexus LF-LC	April	Jaguar XE Convertible	2017
Maserati Alfieri	2017	Lamborghini Huracán Spyder	April
Maserati Gran Turismo	late 2017	Mercedes C-Class Cabriolet	mid 2016
McLaren 540 C	spring	Mercedes S-Class Cabriolet	March
Mercedes C 450 AMG Sport	early 2016	Mercedes SLC	April
Mercedes-AMG C 63 Coupé	early 2016	MINI Convertible	March
MG TF replacement	2020	Range Rover Evoque Convertible	February
MINI Clubman JCW	2017	Rolls-Royce Dawn	March
Nissan Pulsar Nismo	mid 2016	VW Beetle Dune cabriolet	late 2016
Peugeot 308 RHYbrid	mid 2016	LUXURY CARS	
Peugeot 408 GT	2018	Audi A8	2017
Porsche 718 Boxster	April	BMW 5 Series	August
Porsche Mission E	2020	Cadillac ELR	mid 2016
Porsche Pajun	2018	Infiniti Q80	2017
Renault Alpine	late 2016	Mercedes E-Class	mid 2016
Toyota FT-1 (Supra)	2017	Rolls-Royce Phantom	2017
VW Golf R400	late 2016	VW Phaeton	2018
		Volvo S90	summer



competitors. Our Premier-spec test car doesn't feature the bigger wheels and sporty styling details you get on F-Sport models, yet it still looks the part.

Inside, it's typical Lexus, as everything is solidly built and good-looking, plus there's a wealth of standard kit on offer. All RCs are generously equipped, but Premier-spec models come with the likes of heated and ventilated electric memory leather seats and a fantastic 17-speaker Mark Levinson surround sound system. Yet despite the luxury feel and wealth of gadgets, drawbacks remain.

The touchpad-controlled navigation and media system is still extremely fiddly to use on the move, and the screen isn't as big or clear as BMW's set-up. Furthermore, knee and headroom are limited for rear passengers compared with most coupé rivals, and the hybrid's 340-litre boot is 34 litres smaller than the already tight luggage space in the RC 200t.

We think the petrol-electric RC 300h would make the most sense for all but the most diehard enthusiast. It costs just £500 more to buy than the turbocharged 200t, is considerably more efficient and suits the relaxed nature of the RC's dynamics. However, our Premier-spec test car also costs over £40,000 without specifying any options, so it's an expensive proposition against some talented rivals.



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DMS 1M (EVO MARCH 12) "THERE'S A REAL RIP TO THE WAY THE REVS PILE ON ABOVE 4000RPM"

DMS SL65 BLACK SERIES (EVO OCTOBER '10) "IT FEELS LIKE THE LOVE CHILD OF AN SL65 AND A PORSCHE GT2"

DMS 135i (BMW CAR MAY '09) "THE STANDARD CAR IS GREAT BUT DMS HAVE SOMEHOW MANAGED TO TAKE IT TO THE NEXT LEVEL"

DMS 997 TURBO 3.6 (EVO SEPTEMBER '08) "IT'S EPIC, HILARIOUS AND ADDICTIVE IN EVERY GEAR, YET DOCILE WHEN CRUISING"

DMS 997 TURBO 3.8 PDK (EVO JUNE '11) "DELIVERY IS ALMOST UNCOMFORTABLY FORCEFUL"



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AUDI

AUDI RS6 4.0 T V8 » 690+BHP (+DE-LIMIT)
AUDI RS6 V10 » 680+BHP (+DE-LIMIT)
AUDI R8 V10 » 592+BHP (+DE-LIMIT)
AUDI RS4 B7/ R8 » 445 BHP (+DE-LIMIT)
AUDI RS3/RSQ3 » 420+ BHP (+DE-LIMIT)
AUDI S3 / GOLF R » 373+ BHP (+DE-LIMIT)
AUDI 3.0TDi (ALL MODELS) » 315+ BHP
AUDI 3.0 Bi-TDi (ALL MODELS) » 380+ BHP
AUDI Q7/A8 4.2 TDi » 400+ BHP

BMW

M5 V10 » 548+ BHP (205 MPH)
X5M / X6M » 618+ BHP
1M » 411+ BHP
M3 E90/92 » 445 BHP (+DE-LIMIT)
M135i/ M235i » 402 BHP
M4/M3 3.0T » 520+ BHP
M5 F10/M6 (STAGE 1) » 680 BHP
M5 F10/M6 (STAGE 2) » 730 BHP
F10 520D » 240 BHP
F10 530D » 305 BHP
335i/135i/X6 » 370+ BHP (+DE-LIMIT)
123D » 252 BHP

316D/216D/116D » 160 BHP
318D/218D/118D » 225 BHP
330D E90 » 296+ BHP
320D E90 » 215 BHP
420i/320i/220i/120i » 275+ BHP
435i/ F30 335i » 390 BHP
428i/328i » 295 BHP
535D / 335D / X5 SD » 355+ BHP
640D/335D/535D/435D » 390 BHP
730D » 305+ BHP
X5 4.0D / 740D » 370 BHP
X5 3.0D » 305 BHP
X6 X5.0i 4.4 » 500+BHP
X6 M50D/X5M50D/550D » 450 BHP

MERCEDES-BENZ

A200CDi/C200CDi/E200CDi » 175 BHP
A250/C250 » 260 BHP
A45/CLA45 » 420 BHP
C300 HYBRID » 285 BHP
A220CDi/C220CDi/E220CDi » 215 BHP
C350/CLS350/E350/S350 » 315 BHP
E400 /C450 » 420+ BHP
C400 » 400 BHP
'63' 5.5 Bi-TURBO ALL MODELS » 690+BHP
'500' 4.7 Bi-TURBO ALL MODELS » 498+BHP
S65 (W222) » 780 BHP
SL65 BLACK » 720+ BHP (+DELIMIT)
SL65 AMG » 690 BHP (+DE-LIMIT)
'55' AMG KOMPRESSOR » 580+BHP
C63 AMG 6.3 » 530+BHP (+DE-LIMIT)

C63 AMG 4.0T » CALL FOR DETAILS
SL63 AMG 6.3 » 560+BHP (+DE-LIMIT, RE-MAP & LOWER ABC SUSPENSION)
CL600 Bi-TURBO » 580+ BHP
SLK55 AMG » 420+ BHP (+DELIMIT)
320 CDi V6 » 274 BHP
350 CDi V6 » 312 BHP
420 /450 CDi V8 » 358 BHP

ALL 2015 RANGE ROVERS AVAILABLE

R ROVER SC 5.0 » 580+ BHP
R ROVER 4.4 SDV8 » 395+ BHP
R ROVER 3.0 TDV6 » 315+ BHP
R ROVER 3.0 SDV6 » 345+ BHP
EVOQUE/DISCO SPORT 2.2 DIESEL » 240+ BHP

PORSCHE

997 TURBO/S 3.8 INC PDK » 611 BHP
997 TURBO 3.6 » 625+ BHP
997 GT2 RS » 670+ BHP
996 TURBO/GT2 » 600+ BHP
997 CARRERA S PDK » 400+ BHP
997 CARRERA S » 376+ BHP
997 CARRERA PDK » 368 BHP
997 CARRERA GTS » 435 BHP
997 GT3 UP » 436 BHP
BOXSTER 3.4S » 336+ BHP
CAYMAN S » 342 BHP
MACAN 3.0D » 315 BHP
CAYENNE GTS » 440 BHP

CAYENNE TURBO 4.8 » 578+ BHP
CAYENNE TURBO S 4.8 » 600+ BHP
CAYENNE 4.2 DIESEL » 450+ BHP
CAYENNE DIESEL » 315+ BHP
PANAMERA TURBO » 600+ BHP
PANAMERA DIESEL » 315+ BHP

EXOTIC / MISC

FERRARI CALIFORNIA » 487 BHP
FERRARI 599 » 647 BHP
FERRARI 430 » 525 BHP
GALLARDO » 546 BHP
LP560 » 608+BHP
LP640 » 707 BHP
HURACAN » 640+ BHP
AVENTADOR » CALL FOR DETAILS
MCLAREN MP4-12C » 700 BHP
MCLAREN 650S » 720 BHP
MURCIELAGO LP640 » 707 BHP
MASERATI Ghibli 3.0S PETROL » 470 BHP
MASERATI Ghibli 3.0 PETROL » 400 BHP
MASERATI Ghibli 3.0 DIESEL » 312 BHP
MASERATI GT/QPORT » 438 BHP
MASERATI GT S / MC » 479+ BHP
BENTLEY 4.0 T V8 » 690 BHP
BENTLEY CGT / F-SPUR (INC 2013) » 680+ BHP
BENTLEY GT SPEED (INC 2013 ON) » 695 BHP
BENTLEY SUPERSPORT » 720+ BHP

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100

HALF-PRICE HEROES

There are some incredible deals to be had on the used market, and our special guide picks out 100 bargain buys you can't afford to miss

BMW 3 Series Convertible

Price new £37,510
Now £18,950



James Disdale
James_Disdale@dennis.co.uk

AE THE January sales are done and dusted, but that doesn't mean you can't still pick up a bargain – especially if you're looking for a new car. We've spent hours sifting through the classified adverts and unearthed a hundred used car buys that will set you back at least half what they would have cost you new.

As ever, we've got all bases covered, so you'll have no trouble finding something that suits your needs and budget – we've picked out everything from city runarounds to snarling supercars. Yet we're not just interested in cars that have seen their prices tumble, because we've also identified 10 bargain-priced modern classics that are only going to go up in value. So what are you waiting for? Read on and plan your next bargain buy, now.

Mercedes SLK55 AMG

Price new £54,965
Now £27,000



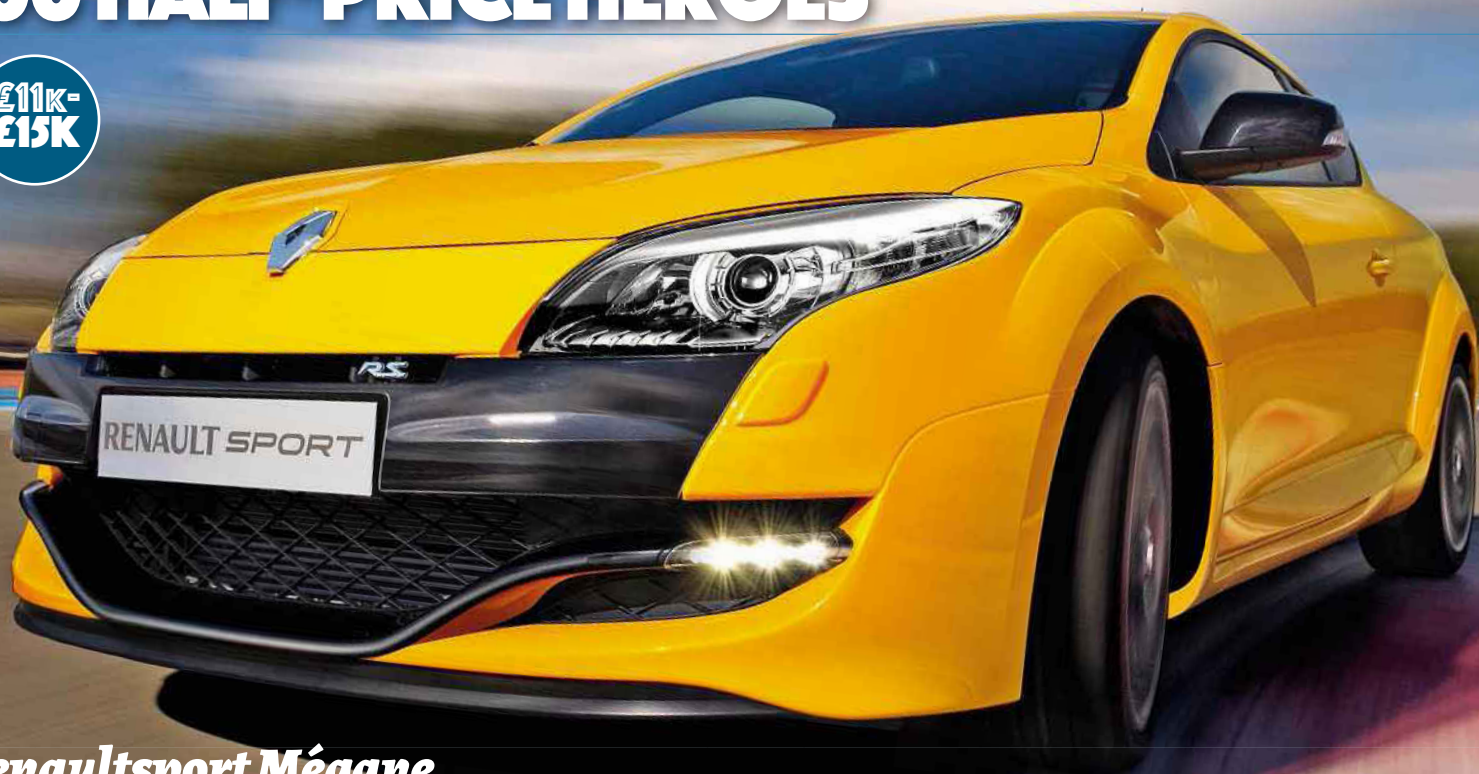
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100 HALF-PRICE HEROES

£11K-
£15K



Renaultsport Mégane

WE FOUND: Mégane 250 Cup (10-reg/44k)

Price new £23,160 **Now** £11,498

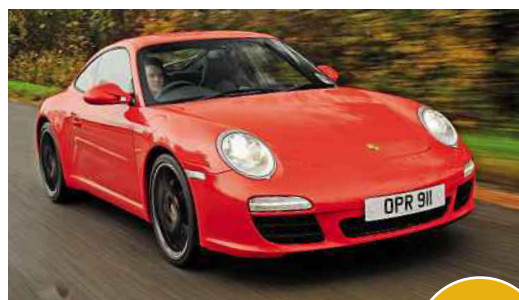
Engine: 2.0-litre 4cyl, 247bhp **Economy:** 34.4mpg **CO₂/tax:** 190g/km/£265 **Euro NCAP:** 5 stars (2008)

OVER the years, the Renaultsport Mégane hasn't changed much. The styling has evolved, and its power's been hiked slightly, but the key thing behind the thrilling drive – the chassis – is more or less the same.

For £11,500, you can pick up a low-mileage 2010 Mégane 250 Cup, adding that extra element of focus that helps the car demolish a challenging B-road. As hot hatch rivals turned to twin-clutch automatics to boost performance, the Mégane is one of the last old-school manual choices, and it's all the better for it.

BEST BUYS FOR FUN

Whether you're on the school run or a track day, these bargain buys will raise a smile



Porsche 911

WE FOUND: Carrera S (06-reg/16k)

Price new £65,860 **Now** £31,000

Engine: 3.8-litre flat-six, 277bhp **Economy:** 24.6mpg
CO₂/tax: 277g/km/£505 **Euro NCAP:** N/A

THE latest 911 is still out of reach for half price bargains, but the old 997 model is better value than ever. At this budget you'll have the pick of lightly used cars. We'd buy the S, which has the power to humble far newer sports cars.

Coupés, convertibles, PDK autos and four-wheel-drive cars are all available at this price. And while you have to work the 345bhp 3.8-litre flat-six hard to extract maximum performance, you're rewarded with a rasping soundtrack.

£20K-
£30K



Mercedes E63 AMG

WE FOUND: E63 AMG (59-reg/43k)

Price new £71,355 **Now** £26,000

Engine: 6.2-litre V8, 518bhp **Economy:** 22.4mpg
CO₂/tax: 295g/km/£505 **Euro NCAP:** 5 stars (2010)

IF you need something bigger than a BMW M3 but still want V8 pace, look no further than Mercedes' E63 AMG. Its breathtaking 6.2-litre engine delivers a baritone blast that will put a smile on anyone's face, even if the 22.4mpg economy will wipe it off again. However, acceleration is addictive, as is the rear-wheel-drive chassis.

This car is refined, too, so it will cruise to a race track in total comfort, before you unleash the full 518bhp hit.

£1K-
£3K



MINI Cooper

WE FOUND: Cooper (05-reg/58k)

Price new £12,395 **Now** £3,000

Engine: 1.6-litre 4cyl, 115bhp **Economy:** 40.9mpg
CO₂/tax: 166g/km/£205 **Euro NCAP:** 4 stars (2002)

WHEN the reborn MINI burst on to the scene, it redefined how a hatchback should drive. Not only did the car revive the classic look, it recaptured some of the original's fun, too. Even the 1.6-litre petrol Cooper is a riot on the right road, with a willing engine and a chassis to back it up.

With the wheels pushed as far towards the corners as possible, it handles flat and level, while the slick-shifting manual box lets you keep that peppy engine on the boil.



**SUB
£1K**

Mazda MX-5

WE FOUND: 1.8i (02-reg/66k)

Price new £15,495 **Now** £900

Engine: 1.8-litre 4cyl, 144bhp **Economy:** 31.7mpg
CO₂/tax: 215g/km/£290 **Euro NCAP:** 4 stars (2002)

THE world's best-selling two-seater roadster is the perfect way to have fun for not much money. At this price you're looking at Mk1 or Mk2 models; both feature a folding fabric roof for wind-in-the-hair thrills, but it also keeps weight down, so the zingy engine doesn't need much power.

The low kerbweight gives a lovely handling balance, too, with responsive steering and a slick gearchange all contributing towards the engaging drive.



**SUPER
CARS**

Lamborghini Gallardo

WE FOUND: Gallardo (04-reg/29k)

Price new £117,000 **Now** £57,999

Engine: 5.0-litre V10, 493bhp **Economy:** 14.5mpg
CO₂/tax: 450g/km/£505 **Euro NCAP:** N/A

WHO wouldn't want to own a supercar for executive saloon money? And what better way to do it than with a 493bhp 5.0-litre V10-engined Italian exotic?

Lambo's most successful model ever has sharp styling and a clever four-wheel-drive system to make the most of all that power, and there's just enough everyday practicality mixed with some of that Lambo lunacy that'll serve up plenty of fun every time you turn the key.



**£5K-
£8K**

Subaru Impreza

WE FOUND: WRX STi (52-reg/68k)

Price new £25,995 **Now** £6,996

Engine: 2.0-litre flat-four, 300bhp **Economy:** 30.7mpg
CO₂/tax: 242g/km/£490 **Euro NCAP:** N/A

BRED on the rally stages, the Impreza is loaded with tech. The all-wheel-drive system shuffles power around to where it's needed most – and in this hot WRX STi model, there's plenty on offer from the burbling turbo 'boxer' engine.

It doesn't have the smartest cabin, but it's reliable where it counts underneath. Most importantly, the powertrain lets you live out your rallying fantasies, with enough performance to trouble supercars from the same era.

MY CHOICE: BMW M3



Sean Carson
Senior road tester

"BUYING a V8 saloon is never going to be a rational purchase, but with used values of BMW's scintillating V8 M3 hovering around family hatch territory, there's plenty of premium practicality on offer, not to mention fun. This was the last naturally aspirated M3, and what a way to bow out, with a spine-tingling howl from a 4.0-litre V8 that revs to 8,400rpm planted in a beautifully balanced rear-drive chassis."



**£3K-
£5K**

Porsche Boxster

WE FOUND: Boxster S (V-reg/108k)

Price new £33,950 **Now** £4,900

Engine: 3.2-litre flat-six, 250bhp **Economy:** 26.4mpg
CO₂/tax: 265g/km/£505 **Euro NCAP:** N/A

WHEN the mid-engined Boxster roadster appeared, it opened up Porsche ownership to a new group of buyers, and used prices now start from only around £5,000.

The Boxster S we found will rival a modern hot hatch for pace, then leave it standing in bends due to the chassis' agility. The six-speed manual box adds another layer of involvement, although a full service history is essential.



**£15K-
£20K**

BMW M3

WE FOUND: M3 (08-reg/67k)

Price new £49,415 **Now** £17,990

Engine: 4.0-litre V8, 414bhp **Economy:** 22.8mpg
CO₂/tax: 295g/km/£505 **Euro NCAP:** 5 stars (2005)

WHILE the latest four-door BMW M3 is now turbocharged, there are bargains to be had on the charismatic old V8. We found a 2008 saloon for just under £18,000, but at this price you can get hold of the sleek coupé model, too.

DCT dual-clutch boxes are available, with snappy shifts to harness the full 414bhp and exploit the finely balanced front-engine, rear-drive chassis. With strong practicality and great pace, the M3 is close to the perfect all-rounder.



**£8K-
£11K**

Ford Focus ST

WE FOUND: ST-2 (07-reg/48k)

Price new £18,895 **Now** £8,150

Engine: 2.5-litre 5cyl, 222bhp **Econ.:** 30.4mpg **CO₂/tax:** 224g/km/£290 **Euro NCAP:** 5 stars (2004)

THERE'S a new fast Ford in town, and with the arrival of the awesome latest-generation Focus RS, what better time to bag a bargain hot hatch? The previous Focus ST uses a Volvo-sourced five-cylinder turbo engine that pumps out a massive 222bhp and emits a delicious, muted warble from its twin tailpipes.

Bright colours mean the ST isn't for the shy, but it was a brilliant rival to the VW Golf GTI of the time. Don't expect good economy, as the five-cylinder is thirsty if pushed – that's the price you pay for fun.



BEST BUYS FOR SPACE

If you need lots of room, but don't have lots to spend, we've got the perfect choices



**SUB
£1K**

Renault Scenic

WE FOUND: 1.9 dCi Privilège (04-reg/74k)

Price new £18,410 **Now** £995

Engine: 1.9-litre 4cyl, 120bhp **Economy:** 48.7mpg
CO₂/tax: 154g/km/£180 **Euro NCAP:** 5 stars (2003)

IT'S no surprise that this car has bags of room, because it was one of the first ever compact MPVs. The Renault Scenic is based on the underpinnings of the Mégane hatchback, so it drives well, with decent handling and a smooth ride, even over scarred streets.

Couple that with a gutsy and frugal diesel engine, plus a flexible interior, and the Scenic really is a sensible used car buy that's both practical and economical.

Inside, the rear three seats can be folded, or removed completely, and there are plenty of useful storage spaces – and all for less than £1,000.

**£1K-
£3K**



Honda Accord Tourer

WE FOUND: Tourer Type S (03-reg/80k)

Price new £20,100 **Now** £1,890

Engine: 2.4-litre 4cyl, 188bhp **Economy:** 29.1mpg
CO₂/tax: 230g/km/£490 **Euro NCAP:** 4 stars (2003)

THE Accord Tourer delivers a heady mix of business and pleasure thanks to its great driveability and sharp styling.

Good build quality and Honda's reputation for reliability make it a sound second-hand buy. Honda owners tend to care for their cars, and any prospective purchase is likely to have a decent history, too.

This range-topping Type S comes with a pokey 2.4-litre engine and has plenty of kit – including cruise control and heated mirrors – while access to that extra boot space is made easy by the powered tailgate. Plus, the rear seats fold flat in one simple movement.

**SUPER
CARS**



Audi RS6

WE FOUND: RS6 Avant (59-reg/43k)

Price new £74,555 **Now** £31,990

Engine: 5.0-litre V10, 572bhp **Economy:** 20.2mpg
CO₂/tax: 333g/km/£505 **Euro NCAP:** N/A

IF you want to win the space race, then the Audi RS6 Avant should be just the ticket, because it combines an explosive twin-turbocharged 5.0-litre V10 engine with a roomy 565-litre boot.

Quattro all-wheel drive helps the Audi blast from 0-62mph in just 4.6 seconds, plus it delivers confidence-inspiring handling whatever the weather.

Elsewhere the RS6 is pure Audi, which means impeccable build quality, top-notch materials and decent refinement. However, its 20.2mpg returns mean you'll have to get used to petrol station forecourts.

Lexus GS

WE FOUND: 450h SE-L (06-reg/66k)

Price new £38,058 **Now** £9,000

Engine: 3.5-litre V6, 341bhp **Economy:** 35.8mpg
CO₂/tax: 186g/km/£265 **Euro NCAP:** 5 stars ('05)

THE Lexus GS 450h certainly doesn't let its green credentials get in the way of its performance, because it'll sprint from 0-60mph in 5.9 seconds.

Its hybrid drivetrain, which combines a 3.5-litre V6 petrol engine with an electric motor, produces 341bhp and therefore massive acceleration.

Yet it's the comfortable cabin that earns the Lexus' position here – although be aware that the running gear eats into boot space.

You can, however, cruise silently around town, and Lexus' legendary customer service should put most used car buyers' minds at rest.

£8K-
£11K



£5K-
£8K

Volvo V60

WE FOUND: V60 2.0 D3 ES (11-reg/72k)

Price new £25,785 **Now** £7,995

Engine: 2.0-litre 5cyl, 161bhp **Economy:** 55.4mpg
CO₂/tax: 132g/km/£130 **Euro NCAP:** N/A

THIS comfortable cruiser aims to marry space with a dash of Swedish style. Okay, so the Volvo V60 isn't the roomiest estate car, but its 430-litre boot is packed with handy touches, including a boot divider that features a strap that stops shopping rolling around.

And the groceries are likely to be scattered, because the five-cylinder engine delivers eager performance. Elsewhere, a thoughtfully laid-out interior, supportive seats and a supple ride help to make the V60 as relaxing as it is versatile.

MY CHOICE:

Honda Accord Tourer



John McIlroy
Deputy editor

"THE sharply creased styling of the Honda Accord holds a lot of appeal, and for less than £2,000, a Tourer in Type S trim seems a great-value load-lugger, with the ability to swallow a wardrobe, then get it from A to B at a reasonable lick while keeping its driver entertained. Hondas tend to run and run, too, so even a 100,000-miler should have a fair bit of life left in it, provided it has a full service history."

£20K-
£30K



BMW 5 Series GT

WE FOUND: 530d GT M Sport (61-reg/41k)

Price new £48,800
Now £21,500

Engine: 3.0-litre 6cyl, 241bhp
Economy: 48.7mpg
CO₂/tax: 173g/km/£205
Euro NCAP: N/A

UNGAINLY looks and a high price mean the 5 Series GT has never sold that well. However, this lack of popularity means that this often overlooked hatchback makes a great used buy.

Ignore the 5 Series badge – the GT is actually underpinned by the brand's 7 Series limousine. This means there's loads of space for passengers, plus a cavernous 1,700 litres of carrying capacity with the rear seats folded flat.

Despite its size, the GT feels almost as agile and engaging as the standard 5 Series, while the lusty 3.0-litre straight-six diesel is a refined, punchy and surprisingly frugal performer.

VW Passat Estate

WE FOUND:
2.0 TDI Highline (08-reg/90k)

Price new £20,890 **Now** £4,895

Engine: 2.0-litre 4cyl, 138bhp **Economy:** 47.9mpg
CO₂/tax: 156g/km/£180 **Euro NCAP:** 5 stars (05)

SOLID and dependable doesn't have to mean dull, as the Volkswagen Passat demonstrates.

The VW badge adds quality to the mix, and this range-topping Highline version of the Estate is packed with goodies, including full Vienna leather upholstery, heated front seats and a multifunction steering wheel.

There's plenty of legroom in the back, and up to 513 litres of luggage space. Plus, this common-rail 2.0 TDI engine, introduced in early 2008, was much smoother and quieter than previous versions.

£3K-
£5K



BEST BUYS FOR SPACE



£15K-
£20K

SEAT Alhambra

WE FOUND:
2.0 TDI SE Lux DSG (61-reg/88k)

Price new £30,340
Now £15,000

Engine: 2.0-litre 4cyl, 168bhp
Economy: 47.9mpg
CO₂/tax: 154g/km/£180
Euro NCAP: 5 stars (2010)

SEAT'S Alhambra is already a three-time winner of the Auto Express MPV of the Year title, so you should know that you'll be in safe hands.

It's immensely practical with its seven seats and sliding rear doors, and the excellent range of engines means the Alhambra doesn't compromise on performance, either. The 2.0-litre TDI linked to the slick six-speed DSG is our choice from the wide engine line-up, because it promises nearly 50mpg and a 0-62mph time of less than 10 seconds.

The cabin feels airy, but with all the seats occupied there's a limited 267 litres of boot space. Fold the rearmost seats, and that increases to 1,167 litres.



£30K PLUS

Maybach 57

WE FOUND: Maybach 57 (06-reg/24k)

Price new £260,535 **Now** £79,990

Engine: 5.5-litre V12, 550bhp **Economy:** 178mpg

CO₂/tax: 383g/km/£505 **Euro NCAP:** N/A

If you want to stretch out in style, then the Maybach 57 takes some beating. This six-metre-long limousine is the ultimate expression of largesse. Back seat passengers can lounge around in reclining leather chairs that also offer a massage function, while powered blinds keep out prying eyes. Instruments set into the ceiling allow you to keep an eye on your chauffeur's speed, which is handy as the 550bhp 5.5-litre V12 hauls the car along deceptively quickly. For sheer luxury, space and refinement, there's little to touch the Maybach.



£11K-£15K

Mazda 6 Tourer

WE FOUND: 2.2d SE-L Nav (62-reg/52k)

Price new £23,495
Now £11,000

Engine: 2.2-litre 4cyl, 148bhp

Economy: 64.2mpg

CO₂/tax: 116g/km/£30

Euro NCAP: 5 stars (2013)

YOU get a great deal of car for your money with a Mazda. The 6 Tourer combines sharp styling cues with a gutsy, refined 2.2-litre diesel engine that promises an impressive 67mpg.

As the estate version of the 6, the Tourer has plenty of room for luggage and passengers, with a 500-litre boot expanding to more than 1,600 litres once the rear seats are folded.

It's also rammed with goodies. This SE-L Nav trim has all the kit you need for working on the move – including Bluetooth, sat-nav and privacy glass – while it also makes family motoring easy, thanks to features such as parking sensors, automatic lights and roof rails.



BEST BUYS FOR FAMILIES

Our picks let you load up on kids and kit without blowing your budget



£20K-
£30K

BMW 5 Series Touring

WE FOUND: 530d M Sport Touring (61-reg/67k)

Price new £43,355 **Now** £20,000

Engine: 3.0-litre 6cyl, 255bhp **Economy:** 49.6mpg
CO₂/tax: 149g/km/£145 **Euro NCAP:** 5 stars (2010)

If you're looking for the ultimate in space and pace but don't want to break the bank, check out the BMW 530d. In its current guise, the big exec delivers class-leading driving dynamics and quality, while the Touring estate has a 520-litre boot, plus BMW's neat split tailgate.

Yet it's the lusty six-cylinder diesel engine that really stands out, as it takes the car from 0-62mph in 6.2 seconds, while easily returning 40mpg. M Sport trim brings extra kit and racy looks, but buyers wanting a comfier ride should seek out a cheaper SE version.



SUPER
CARS

Bentley Continental

WE FOUND: GT Speed (10-reg/32k)

Price new £144,400 **Now** £61,900

Engine: 6.0-litre W12, 600bhp **Economy:** 17.0mpg
CO₂/tax: 396g/km/£505 **Euro NCAP:** N/A

CAN you get a supercar with family friendly credentials? If you're looking at a Bentley Continental GT Speed, the answer is yes. Unlike most glamorous high-performance machines, the imposing Conti mixes a 200mph top speed with true four-seat practicality. And they're not token back seats, as even adults should be able to get comfortable.

At the other end of the car is the monstrous 6.0-litre W12 engine with 600bhp and 750Nm of torque. Yet while the Bentley is reasonably practical, it still has the eye-watering running costs you expect from a thoroughbred.



SUB
£1K

Toyota Avensis

WE FOUND: 2.0 D-4D TS-3 (03-reg/100k)

Price new £16,500 **Now** £995

Engine: 2.0-litre 4cyl, 114bhp **Economy:** 48.7mpg
CO₂/tax: 155g/km/£180 **Euro NCAP:** 5 stars (2003)

IT'S not the most exciting family car money can buy, but for under £1,000, few models are as dependable and cost effective as the Toyota Avensis. Solidly made, reasonably roomy and boasting bulletproof mechanicals, this British-built saloon will haul you and your family around for less than the price of a week away in Spain.

It's comfortable and its torquey 2.0-litre diesel delivers decent pace. There's a spacious cabin, while T3-S trim gets essentials like air-con, electric windows and remote locking – all of which will still work, because it's a Toyota.

**£3K-
£5K**

Ford Mondeo

WE FOUND: 2.0 TDCi Titanium X (57-reg/82k)

Price new £21,645 **Now** £4,495

Engine: 2.0-litre 4cyl, 138bhp **Economy:** 47.9mpg
CO₂/tax: 154g/km/£180 **Euro NCAP:** 5 stars (2007)

IT'S been overtaken in the new car sales charts by compact executive models, but the Ford Mondeo is still a popular used choice among family buyers – especially this spacious, smartly styled and great to drive fourth-generation car, replaced in 2015.

You'll find you're spoiled for choice on second-hand forecourts, with saloon, hatchback and estate bodystyles, plus a wide range of petrol and diesel engines. Then there's the huge array of trim levels, from entry-level Edge to fully loaded Titanium X.

This lavishly equipped flagship represents the best value for money, particularly when hooked up to the punchy and efficient 138bhp 2.0-litre TDCi diesel.



**£30K
PLUS**

Audi Q7

WE FOUND: 6.0 TDI (10-reg, 89k)

Price new £98,255 **Now** £44,990

Engine: 6.0-litre V12, 493bhp **Economy:** 25.0mpg
CO₂/tax: 298g/km/£505 **Euro NCAP:** 4 stars (2006)

TO make the ultimate family car statement, buy an Audi Q7 6.0 TDI. With imposing looks, a vast seven-seat interior and monstrous 493bhp V12 diesel, this SUV has serious bragging rights.

As you'd expect, build quality is impeccable, while this top-spec model comes absolutely packed to the rafters with equipment. Yet it's that remarkable engine that steals the show, with its mind-boggling 1,000Nm torque output and sports car-rivalling 5.5-second 0-62mph time. If you can stomach the hefty running costs, then no other upmarket off-roader comes close for drama.



**£11K-
£15K**

Citroen C4 Picasso

WE FOUND:
1.6 HDi Exclusive+ (63-reg/29k)

Price new £23,955
Now £11,000

Engine: 1.6-litre 4cyl, 113bhp
Economy: 70.6mpg
CO₂/tax: 105g/km/£20
Euro NCAP: N/A

OUR reigning MPV of the Year could be the complete family car. The five-seater Picasso features bold styling, a brilliantly packaged interior and the kind of quality you wouldn't expect from Citroen – and proves growing up doesn't have to be dull.

At the heart of the car's appeal is its bright, airy, thoughtfully designed cabin, which is packed with useful features and storage. Plus, it's solidly built from top-notch materials, while Exclusive+ models have loads of kit. Pick of the engine line-up is the smooth, eager 1.6-litre HDi.

Mercedes CLS Shooting Brake

WE FOUND: CLS 250 CDI SE (13-reg/54k)

Price new £50,605 **Now** £19,000

Engine: 2.1-litre 4cyl, 201bhp **Economy:** 53.3mpg
CO₂/road tax: 140g/km/£130 **Euro NCAP:** N/A

HAVING a family needn't cramp your style, especially if you've got the keys to a Mercedes CLS Shooting Brake. With its gorgeous, swooping lines, roomy and well appointed interior and refined driving experience, this upmarket estate effortlessly combines style and substance.

A large 590-litre boot will swallow almost anything you can throw at it, while the classy cabin will squeeze in five people at a pinch. The 2.1-litre diesel is well insulated, yet with 500Nm of torque it delivers eager performance. Better still, the Mercedes delivers lots of flash for not much cash, with 53.3mpg economy and 140g/km CO₂ emissions.

£15K-
£20K



BEST BUYS FOR FAMILIES



£8K-
£11K

Ford Kuga

WE FOUND:
2.0 TDCi Titanium (60-reg/51k)

Price new £22,495
Now £10,000

Engine: 2.0-litre 4cyl, 138bhp
Economy: 47.9mpg
CO₂/tax: 156g/km/£180
Euro NCAP: 5 stars (2008)

IT looks like a sharply styled SUV, but the Ford Kuga's natural habitat is the road. Based on the agile handling Ford Focus, the original Kuga proved that high-riding crossovers could be fun to drive. Slick steering, decent body control and strong grip are highlights, while the familiar 2.0-litre TDCi is a strong performer.

Practicality is good, too, thanks to the Kuga's roomy interior and 360-litre boot. You'll also get plenty of standard kit, particularly on the range-topping Titanium – climate control, part-leather seats and a heated windscreen are all included. And because it's a Ford it should cost peanuts to run and service.



Renault Espace

WE FOUND: 2.2 dCi Dynamique (05-reg/79k)

Price new £24,800 Now £2,695

Engine: 2.2-litre 4cyl, 148bhp **Economy:** 36.7mpg
CO₂/tax: 206g/km/£290 **Euro NCAP:** 5 stars (2003)

**£1K-
£3K**

THE Renault Espace started the MPV revolution more than three decades ago, and makes as much sense second-hand as it did new – especially at this price.

This third-generation model was the last to be sold in the UK, and it's arguably the best. Its bold styling still looks distinctive today, while its vast and versatile cabin offers unrivalled family practicality. A comfortable ride and bags of kit are further highlights.

Build quality isn't the best and it's not unknown for cabin trim to just come adrift, but the 2.2-litre diesel is strong and servicing cheap, so the Espace should just run and run.



MY CHOICE: Citroen C4 Picasso



Graham Hope
Editor

"THERE'S a wealth of choice on these pages, and I have to admit being tempted by the sheer size on offer from an Espace at under £3k. At 11 years old, though, I have some concerns over reliability, so it's the C4 Picasso that gets my vote. There's plenty of space for my wife and two daughters, its characterful styling holds plenty of appeal and it's extremely comfortable on the road. For £11,000 it's a steal."



**£5K-
£8K**

Land Rover Freelander 2

WE FOUND: TD4 GS (57-reg/80k)

**Price new £23,435
Now £7,475**

Engine: 2.2-litre 4cyl, 158bhp
Economy: 37.7mpg
CO₂/tax: 194g/km/£265
Euro NCAP: 5 stars (2007)

WHEN it comes to mixing rugged appeal with a dash of premium class, the Land Rover Freelander 2 takes some beating.

Building on the success of the original, this is a compact SUV that drives with car-like poise, yet can reach places that many four-wheel-drive rivals can't. The cabin isn't as roomy as those of the latest crop of models, but it'll accommodate most families and their clobber, while the 2.2-litre diesel is tough and frugal.

At this budget you'll be looking at a mid-spec GS with average miles. If you can spend a bit more or don't mind higher miles, the better-equipped HSE is a tempting buy.



Vauxhall Ampera

WE FOUND: Electron (12-reg/84k)

Price new £38,995
Now £9,995

Engine: 1.4-litre 4cyl petrol/electric, 148bhp

Economy: 235mpg

CO₂/tax: 27g/km/£0

Euro NCAP: N/A

SLOW sales saw the Ampera disappear from Vauxhall showrooms last year. Yet the pioneering plug-in hybrid deserved better, as its blend of daring looks, penny-pinching running costs and composed driving dynamics make it a fine alternative to more mainstream eco models.

Under the bonnet lies a 1.4-litre petrol engine, but this is only used to keep the batteries charged. So, the wheels are driven by pure electricity alone, meaning smooth and virtually silent acceleration. Plug the car into the mains, and you get a range of around 30 miles, which could save you thousands on your commute.



BEST BUYS FOR ECONOMY

If halving your new-car price wasn't enough, these options offer even cheaper motoring



£1K-£3K

Skoda Fabia

WE FOUND: Fabia Greenline (08-reg/73k)

Price new £11,495 **Now** £2,995

Engine: 1.4-litre 3cyl, 79bhp **Economy:** 68.9mpg
CO₂/tax: 109g/km/£145 **Euro NCAP:** 4 stars (1998)

If you want a sensible supermini that'll cost peanuts to run, look no further than the Fabia Greenline. Using the tried and tested 1.4-litre diesel from parent firm Volkswagen, this super-frugal Skoda promises nearly 70mpg at the pumps, and costs just £20 a year in road tax.

Better still, the Fabia is just as efficient to live with; a roomy interior, large 300-litre boot and plenty of standard kit mean economical motoring without compromise. Its three-cylinder lacks refinement, but you barely notice when you see the savings at the pumps.

Porsche Panamera S Hybrid

WE FOUND: S Hybrid (11-reg/19k)

£30K PLUS



Price new £86,476 **Now** £43,500

Engine: 3.0-litre V6 hybrid, 375bhp **Economy:** 41.5mpg
CO₂/tax: 159g/km/£180 **Euro NCAP:** N/A

BEFORE the new generation of plug-in hybrids, Porsche dabbled in more straightforward petrol/electric models. Even without the latest cutting-edge technology, the Panamera's 159g/km CO₂ emissions and 41.5mpg efficiency made it more frugal than the diesel version.

It was faster, too, claiming 0-62mph in just six seconds. In electric mode, the Porsche could also cover just over a mile at speeds of up to 53mph. Elsewhere, the Hybrid is standard Panamera, with agile handling, a posh interior and hatchback versatility, let down only by grabby brakes.



£3K-£5K

Renault Twizy

WE FOUND: Twizy Technic (62-reg/1k)

Price new £7,595 **Now** £3,295

Engine: Elec motor, 17bhp **Official range:** 56 miles
CO₂/tax: 0g/km/£0 **Euro NCAP:** N/A

THE Twizy might seem like an unusual choice, but our research shows it's an underrated half-price hero in the field of eco cars. We found a high-spec Twizy Technic with just 607 miles on the clock for only £3,295.

Renault discontinued the Technic model, but its on-the-road price of £7,595 means this is a real bargain if an EV suits your lifestyle – although you'll have to add Renault's battery-rental contract on top of this, starting at £45 per month (the same as new models). If you charge it at home, it could prove to be cheap, if quirky, urban transport.



Fiat Panda

WE FOUND: Panda 1.2 Eleganza (04-reg/90k)

Price new £8,095 **Now** £1,000

Engine: 1.2-litre 4cyl, 59bhp **Economy:** 50.4mpg
CO₂/tax: 133g/km/£130 **Euro NCAP:** 3 stars (2004)

FIAT has form when producing efficient city cars packed full of character, and the original version of its reborn Panda ticked all those boxes. The 1.2-litre four-cylinder engine isn't the most powerful around, but the Panda is no heavyweight – despite the deceptive space on offer – so the little petrol engine doesn't have to work too hard to pull the car around.

The result is decent real-world economy; with petrol prices now under £1 a litre, buying a used city car for less than £1,000 means access to seriously frugal motoring.



Toyota Prius

WE FOUND: Prius T-Spirit (59-reg/80k)

Price new £20,170
Now £7,495

Engine: 1.8-litre 4cyl petrol/electric 134bhp
Economy: 70.6mpg
CO₂/tax: 92g/km/£0
Euro NCAP: 5 stars (2009)

THINK of hybrid motoring, and the Toyota Prius is the obvious option. It was one of the first mainstream models to make petrol/electric motoring a realistic prospect – and now the current car's prices have dropped temptingly low.

Flagship T-Spirit trim comes well equipped, too, with sat-nav and park assist included as standard, showing that eco-driving doesn't mean sacrificing your luxury kit. A 1.6-mile all-electric range helps keep emissions down, while the 1.8-litre engine emits just 92g/km of CO₂, so even this used model is exempt from road tax.

100 HALF-PRICE HEROES



£15k-
£20k

Audi A6

WE FOUND: 2.0 TDI SE Ultra (12-reg/36k)

Price new £30,495 **Now** £15,000

Engine: 2.0-litre 4cyl, 175bhp **Economy:** 57.6mpg

CO₂/tax: 129g/km/£110 **Euro NCAP:** 5 stars (2011)

FOR two years in a row, the Audi A6 has been crowned Best Executive Car at the Auto Express New Car Awards, thanks to its blend of style, space and all-important efficiency. Audi claims 57.6mpg fuel economy and 129g/km CO₂ emissions from the 175bhp 2.0-litre TDI six-speed manual Ultra model, so low running costs are guaranteed.

That doesn't mean you have to sacrifice performance, though, as 0-62mph takes 8.7 seconds. Add in Audi's solid build quality, the A6's vast cabin, and strong refinement, and it's hard to fault the Ultra – especially when you can find a three-year-old model for £15,000.

BEST BUYS FOR ECONOMY



£11k-
£15k

Suzuki SX4 S-Cross

WE FOUND: 1.6 DDIS SZ5 (14-reg/23k)

Price new £21,749
Now £11,000

Engine: 1.6-litre 4cyl, 118bhp

Economy: 67.3mpg

CO₂/tax: 110g/km/£30

Euro NCAP: 5 stars (2013)

THE SX4 S-Cross is Suzuki's alternative to the Nissan Qashqai crossover. While it can't really compete in terms of design or interior appeal, the 1.6 DDIS diesel we found offers up strong efficiency at an affordable second-hand price.

Front-wheel-drive models are best for efficiency, with CO₂ emissions of 110g/km, while the SZ-5 trim brings lots of big-car features and added technology for the price, including climate and cruise control.

Sporty 17-inch alloys and a Qashqai-rivalling 430-litre boot add extra appeal to this economical and practical crossover.



OUR CHOICE: VW Golf BlueMotion



Lawrence Allan
News reporter

"THE Golf BlueMotion pulls off the clever trick of being a super-frugal car that doesn't demand compromises. Other than longer gear ratios and a subtle bodykit, it's the same as the standard model, which means you get loads of space, a high-quality cabin plus a refined and agile drive. And with the VW emissions scandal still fresh in buyers' minds, prices have started to drop."

£20K-
£30K



Lexus RX 450h

WE FOUND: RX 450h Luxury (12-reg/48k)

Price new £48,495 **Now** £23,000

Engine: 3.5-litre V6 petrol/electric, 295bhp **Economy:** 44.8mpg
CO₂/tax: 145g/km/£145 **Euro NCAP:** N/A

THE new Lexus RX has just hit the market, meaning now is the perfect time to invest in a low-mileage, previous-generation model, as buyers upgrade. Second-hand examples of the Mk2 RX 450h hybrid are set to tumble as the latest car arrives in showrooms, so you can snap up a bargain. Don't expect day-to-day fuel economy to hit the highs of 44.8mpg that Lexus claims, but 145g/km CO₂ emissions mean relatively affordable motoring for company car drivers, given the 3.5-litre V6 under the bonnet.

It's supported by an electric motor, which means 295bhp in total, so there's decent performance on offer. In the Luxury trim we've picked out here, there's plenty of premium equipment at a reasonable price.



£8K-
£11K

Volkswagen Golf

WE FOUND: BlueMotion (12-reg/60k)

Price new £20,010
Now £8,000

Engine: 1.6-litre 4cyl, 104bhp
Economy: 74.3mpg
CO₂/tax: 99g/km/£0
Euro NCAP: 5 stars (2009)

VOLKSWAGEN brought eco motoring to the masses when it launched the first BlueMotion model in 2006. Since then, the badge has been rolled out across the range, and this Golf Mk6 is one of the best. With a gutsy 1.6-litre diesel, CO₂ emissions of less than 100g/km and an impeccably finished interior, the Golf delivers cheap, no-compromise driving.

Yet what's really impressive is that the BlueMotion drives as well as any other Golf, which means it's poised, refined and comfortable. Options were limited on our model, so look for a car with luxuries such as a leather steering wheel.



Fiat Punto Evo

£3K-
£5K

WE FOUND: 1.4 Sporting (60-reg/71k)

Price new £15,175 **Now** £4,290

Engine: 1.4-litre 4cyl, 133bhp **Economy:** 50.4mpg
CO₂/tax: 129g/km/£110 **Euro NCAP:** N/A

FIAT'S 1.4-litre MultiAir turbo won an International Engine of the Year award in 2010 thanks to its hi-tech approach to improving efficiency. With 133bhp, it gives the Punto eager acceleration, while impressive 50.4mpg economy highlights the benefits of Fiat's engine tech.

Inside, you also get the Microsoft-based Blue & Me infotainment that brings USB and Bluetooth connection.

BEST BUYS FOR TECHNOLOGY

All these cars were pioneers when new, and now look a snip second-hand

£15K-
£20K



Peugeot 508 RXH

WE FOUND: RXH Hybrid4 (14-reg/34k)

Price new £33,695 **Now** £16,000

Engine: 2.0-litre 4cyl dies/elec, 200bhp **Economy:** 68.9mpg
CO₂/tax: 107g/km/£20 **Euro NCAP:** 5 stars (2011)

FOUR-wheel drive can come in useful around this time of year, but when the conditions aren't challenging, it can hike fuel consumption. That's not the case when you use hybrid tech, which is exactly what Peugeot's 508 RXH does.

A 2.0-litre turbodiesel drives the front wheels, while an electric motor turns the rears for extra grip. It delivers up to 200bhp, and clever traction control modes combine tech when you need it with efficiency when you don't.

SUB
£1K



Audi A2

WE FOUND: A2 1.4 SE (51-reg/84k)

Price new £15,045 **Now** £1,000

Engine: 1.4-litre 4cyl, 74bhp **Economy:** 46.3mpg
CO₂/tax: 144g/km/£145 **Euro NCAP:** 4 stars (2002)

THE Audi A2 was ahead of its time. This compact hatch boasted a lightweight, all-aluminium chassis and clever aerodynamics to increase efficiency at a time when its competitors stuck to more conventional methods.

The result was a spacious cabin, premium build quality and 46.3mpg economy from the 1.4-litre petrol model we've chosen. While this hatch might have been pricey when new, used values have dropped as low as £1,000.

£20K-
£30K



Mercedes SLK55 AMG

WE FOUND: SLK55 AMG (12-reg/28k)

Price new £54,965 **Now** £27,000

Engine: 5.5-litre V8, 416bhp **Economy:** 33.6mpg
CO₂/tax: 195g/km/£265 **Euro NCAP:** N/A

SPORTS car designers have had to turn to technology to ensure tighter emissions laws don't impact performance, yet Mercedes went against turbocharging and hybrid tech when it came to its facelifted SLK55 AMG roadster's V8.

The non-turbo 5.5-litre engine cleverly shuts down four of its cylinders when cruising, yet all eight fire up for 416bhp when you hit the throttle. Economy of 33.6mpg is decent for an engine of this size.

£11k-
£15k



Lexus CT 200h

WE FOUND: CT 200h F Sport (12-reg/31k)

Price new £27,886 **Now** £12,700

Engine: 1.8 4cyl petrol/elec, 134bhp **Economy:** 68.9mpg
CO₂/road tax: 94g/km/£0 **Euro NCAP:** 5 stars (2011)

LEXUS' CT 200h mixes a similar petrol-electric powertrain to the Toyota Prius in a more premium package. The five-door hatch offers all the comfort and refinement you'd expect, while F Sport models feature a sportier design.

The CT 200h integrates a hi-tech electric motor and battery pack with the 1.8-litre petrol engine to deliver cost-efficient motoring. Our featured model comes in at a lot less than half price, costing just under £13,000.

SUPER
CARS



Porsche 911 Turbo

WE FOUND: 911 Turbo (06-reg/50k)

Price new £97,840 **Now** £45,000

Engine: 3.6-litre flat-six, 480bhp **Economy:** 22.1mpg
CO₂/tax: 307g/km/£505 **Euro NCAP:** N/A

THE 997 Turbo was the first model to get an ultra-quick PDK dual-clutch box, and at the time its petrol engine was the only one in the world to use variable geometry turbos.

Plus, an even more advanced 4WD system let you use more of the twin-turbo flat-six's effortless grunt. It secured the Turbo's place as the best all-weather supercar, which hasn't changed today, so with prices at around £45k, this is a lot of performance and prestige at around half price.

£30k
PLUS



Audi A8

WE FOUND: 4.2 TDI Sport Exec (13-reg/16k)

Price new £73,800 **Now** £30,000

Engine: 4.2-litre V8, 345bhp **Economy:** 37.2mpg
CO₂/tax: 199g/km/£265 **Euro NCAP:** N/A

INFRARED night vision, LED headlights, a Bang & Olufsen stereo and on-board Wi-Fi are all available on the current Audi A8, so while the reserved styling of this luxury saloon might not turn heads, the tech inside will.

Audi's 4.2-litre TDI engine is a technical masterpiece, too, merging strong real-world performance with smooth refinement, so a minimum £30,000 saving on a two-year-old car shows new tech isn't always pricey.

MY CHOICE: Audi A2



James Disdale
Road test editor

"THERE are a lot of tempting choices in this category, but it's the innovative A2 that would get my cash. With its advanced aluminium construction, clever packaging and distinctive looks, this clever family car was well ahead of its time. In fact, it's only a matter of time before the A2 becomes a modern classic and prices start to rise, so grabbing one now for less than a grand seems sound financial sense."



£1k-
£3k

Smart ForTwo

WE FOUND: ForTwo Passion (58-reg, 47k)

Price new £8,540 **Now** £2,295

Engine: 1.0-litre 3cyl, 71bhp **Economy:** 65.7mpg
CO₂/tax: 103g/km/£20 **Euro NCAP:** 4 stars (2007)

THE original Smart changed the city car game. Its two-seat chassis could be parked nose-first to the kerb, while the dinky dimensions made it great in busy town traffic.

A hi-tech 'tridion' safety cell and a rear-engined layout helped reduce the impact of a crash, while the lightweight construction and 1.0-litre engine delivered up to 65.7mpg. A ForTwo Passion for just over £2,000 is a good deal.



SEAT Leon

WE FOUND: 1.2 TSI SE Tech Pack (13-reg/43k)

Price new £17,785 **Now** £8,890

Engine: 1.2-litre 4cyl, 104bhp **Economy:** 57.6mpg
CO₂/tax: 114g/km/£30 **Euro NCAP:** 5 stars (2012)

THE stylish SEAT Leon is loaded with cutting-edge kit, especially if you find a Technology Pack model. This upgrade includes LED headlamps, DAB radio and touchscreen sat-nav. That's on top of the standard cruise control, XDS torque vectoring and Bluetooth.

Yet there's more to the SEAT than gadgets and gizmos, as it's handsome, spacious and great to drive. The pick of the range is the punchy and economical 1.2-litre TSI.

£8k-
£11k

£5k-
£8k



Ford Fiesta

WE FOUND: 1.0T Zetec (62-reg/45k)

Price new £14,245 **Now** £6,995

Engine: 1.0-litre 3cyl, 99bhp **Economy:** 65.7mpg **CO₂/tax:** 99g/km/£0 **Euro CAP:** 5 stars (2012)

FORD'S EcoBoost engine kick-started the downsizing trend, offering the power of a 1.6 petrol with the emissions of a 1.0-litre. We found a 99bhp version of the three-cylinder turbo Fiesta in Zetec trim for just short of £7,000.

The sportier three-door Zetec model suits the fun-to-drive Fiesta's character, with good throttle response to go with the quick steering and engaging chassis. The gutsy engine isn't quite as sparing on fuel as Ford claims, but CO₂ emissions of 99g/km mean free road tax, while it's still cheaper to run than a conventional petrol supermini.

BEST BUYS FOR STYLE

*Our pick of the head-turners
you can snap up for a song*



£1K-
£3K



Fiat Coupé

WE FOUND: 2.0 20V (X-reg/99k)

Price new £20,025 **Now** £2,100

Engine: 2.0-litre 5cyl, 145bhp **Economy:** 28.8mpg
CO₂/tax: 232g/km/£490 **Euro NCAP:** N/A

EVEN today, not many cars at any price look as good as the Fiat Coupé. Its mix of straight edges and curves was created by stylist Chris Bangle, who later became BMW design boss, and the sharp slashes over the wheelarches and retro fuel filler flap are real talking points. Inside, you get a body-coloured flash of metal across the dashboard, which helps give the car a real lift.

There aren't many Coupés on the second-hand market, but find a five-cylinder car – especially a Turbo model – and you'll have plenty of power to go with the show.



£3K-
£5K

Jaguar XJ

WE FOUND: XJ6 3.0 SE (55-reg/90k)

Price new £44,070 **Now** £5,000

Engine: 3.0-litre V6, 231bhp **Economy:** 27.0mpg
CO₂/tax: 249g/km/£490 **Euro NCAP:** N/A

IF you're looking for an elegant luxury saloon with lots of space inside for a rock-bottom price, not much can match the Jaguar XJ. Like its predecessors, the Jag's values have plummeted, as buyers are put off by sky-high running costs. This means you can bag yourself a 10-year-old example for less than the price of a new city car.

All-aluminium construction eliminates worries about rust, and while you'll save a bit of cash by plumping for the TDVi diesel, which features PSA Peugeot-Citroën's 2.7-litre V6, you'll still need deep pockets to keep it on the road.

SUB
£1K



Alfa Romeo 147

WE FOUND: 1.6 T Spark Lusso (03-reg/75k)

Price new £14,600 **Now** £1,000

Engine: 1.6-litre 4cyl, 118bhp **Economy:** 34.0mpg
CO₂/tax: 194g/km/£265 **Euro NCAP:** 3 stars (2011)

HERE'S proof that you don't need to spend megabucks to get a stylish car. The Alfa 147 was penned by Walter de Silva, who went on to become the VW Group's head of design. The baby Alfa has an elegant look, with a vertical shield grille inspired by sixties Giulias and a smooth appearance that helps it stand out from the crowd.

You can get a pre-facelift model for less than £1,000, and there are three or five-door bodystyles to choose from. But while the 147 is a modern Alfa Romeo, worries about electrical niggles and general reliability remain.

Maserati 4200

£11K-
£15K

WE FOUND: Cambiocorsa (54-reg/81k)

Price new £56,650 **Now** £13,000

Engine: 4.2-litre V8, 385bhp **Economy:** 15.0mpg
CO₂/tax: 430g/km/£505 **Euro NCAP:** N/A

YOU can't get much more Italian than a charismatic sports car penned by an Italian design legend, and the Maserati 4200 fits the bill. It's the work of Giorgetto Giugiaro – a man famous for cars such as the Lotus Esprit, Maserati Ghibli, Volkswagen Golf and even the DeLorean DMC-12 – and has a Ferrari-sourced 4.2-litre V8 under the bonnet.

This model doesn't have the slender tail-lights seen on the earlier 3200, but it's a more reliable car, so you'll be able to turn heads for longer before it breaks down! Just don't expect it to be cheap when the car does need attention.



£8K-
£11K

Volkswagen Touareg

WE FOUND: 3.0 TDI V6 SE (57-reg/81k)

Price new £35,707 **Now** £10,500

Engine: 3.0-litre V6, 222bhp **Economy:** 26.9mpg
CO₂/tax: 278g/km/£505 **Euro NCAP:** 5 stars (2004)

BY their very nature, large SUVs are big and imposing, but the Volkswagen Touareg doesn't have the same brash, in-your-face looks as some of its class rivals. The simple, subtle shape is shared with the Porsche Cayenne, as is much of the running gear, so the Touareg is surprisingly nimble for its size.

The cabin is very well built and has plenty of stylish touches, yet it still looks just as restrained as the exterior. Meanwhile, excellent interior space allows five adults to travel in comfort. The Volkswagen isn't that cheap to run, but the V6 diesel's pulling power makes it a great tow car.



£20K-
£30K

Audi A6 Allroad

WE FOUND: 3.0 TDI (62-reg/50k)

Price new £45,005
Now £21,995

Engine: 3.0-litre V6, 215bhp
Economy: 44.8mpg
CO₂/tax: 159g/km/£180
Euro NCAP: 5 stars (A6 saloon, 2011)

IN standard form, the Audi A6 Avant is a clean and simple-looking estate, but in jacked-up Allroad guise, it gets some extra visual muscle. Standard air-suspension raises the car by 208mm over the regular Avant, while blistered, plastic-clad wheelarches give it a beefier look.

There are front and rear skid plates to protect the car's undercarriage, but because the Allroad is based on an estate, it doesn't feel as big and unwieldy to drive as a full-size SUV.

The rest of the Allroad is pure A6 Avant, with a huge boot, first-class cabin quality, refined and comfortable road manners and plenty of power from the V6 diesel under the bonnet.



BEST BUYS FOR STYLE



BMW 3 Series Convertible

WE FOUND: 320d M Sport (12-reg/21k)

Price new £37,510
Now £18,950

Engine: 2.0-litre 4cyl, 174bhp

Economy: 60.0mpg

CO₂/tax: 125g/km/£110

Euro NCAP: 5 stars (saloon, 2011)

THE BMW 3 Series is a mainstay of the executive car park, but you can inject some style and wind-in-the-hair fun in to the mix if you go for the Convertible version. Although it's based on the two-door Coupé, it features a three-piece aluminium roof, so it largely retains its sibling's profile when the top is up.

There's a bit of a song and dance to get the roof folded (it takes a long-winded 23 seconds to open fully), but once it's stowed, this four-seater drop-top has clean lines. Go for a diesel model, and while you have to endure a bit of engine noise, you get a decent performer considering the extra weight of the folding roof. M Sport trim adds some visual muscle.

Lamborghini Murciélago

WE FOUND: LP640 (10-reg, 8k)

SUPER CARS

Price new £240,000 **Now** £119,000

Engine: 6.5-litre V12, 640bhp **Economy:** 13.3mpg
CO₂/tax: 495g/km/£505 **Euro NCAP:** N/A

FEW models attract as much attention on the road as the Lamborghini Murciélago. With its jaw-dropping styling, thunderous soundtrack and knife-edge handling, the mid-engined Lambo is a savage old-school supercar. At the heart of its appeal is the force of nature that is its 6.5-litre engine, which catapults the car from 0-60mph in just 3.4 seconds.

Four-wheel drive helps tame the ferocious powerplant, but you'll still need your wits about you on a twisty road. At this budget, you'll have to settle for a left-hand-drive model, but driving a car this low and wide is a challenge no matter where you're sitting. And don't even think about the running costs....



MINI Coupé

WE FOUND: Cooper SD (62-reg/83k)

Price new £20,510 **Now** £7,200

Engine: 2.0-litre 4cyl, 141bhp **Economy:** 65.7mpg
CO₂/tax: 114g/km/£30 **Euro NCAP:** N/A

THE MINI Coupé is something of a forgotten sports car. In an effort to expand the range as quickly as possible, the brand took the standard hatch and added a raked windscreen, low-slung roof and a pop-up spoiler to produce this racier version.

It's not to all tastes, but headroom isn't compromised, and if you only need two seats, it's a surprisingly practical little sports car. Ditching the back seats means boot space increases to 280 litres, while the MINI's entertaining handling character remains intact. Diesel-engined Cooper SD models like the one we found deliver a strong blend of performance and economy.

MY CHOICE:

Fiat Coupé



Sam Naylor
News reporter

"IT'S hard to resist the temptation of a stylish Italian coupé at such a low price, and I nearly bought one myself a few years ago. The head-turning looks, burbling five-cylinder engine and entertaining handling make this a great buy. If your budget can stretch a bit futher, look out for the powerful 20V Turbo model. It's impressively quick and is becoming rarer and more sought-after every day."

£30K PLUS



Aston Martin DB9

WE FOUND: DB9 Coupé (57-reg/26k)

Price new £109,750 **Now** £47,250

Engine: 6.0-litre V12, 444bhp **Economy:** 170mpg
CO₂/tax: 394g/km/£505 **Euro NCAP:** N/A

NO need to rub your eyes; you can, indeed, live out your James Bond fantasies in an Aston that costs as much as a top-end BMW 5 Series. The DB9 was never a Bond car, but Aston's design language means that it shares its sculpted coupé shape with the DBS that did appear in two movies, and that's good enough.

It gets the same snarling V12 as the DBS, while the DB9's grand touring character means it's a comfortable and relaxed cruiser. Of course, that V12 isn't going to be cheap to run, but the hand-finished interior and admiring glances from onlookers will soon help you forget about the money poured into its upkeep.



Audi TT Roadster

£11K-
£15K

WE FOUND: 1.8 TFSI Sport (11-reg/19k)

Price new £26,085 **Now** £12,990

Engine: 1.8-litre 4cyl, 158bhp **Economy:** 43.5mpg

CO₂/tax: 152g/km/£180 **Euro NCAP:** N/A

BEST BUYS FOR CABRIO THRILLS

Get ready for summer now with our selection of open-top bargains

IT'S not based on the VW Group's all-conquering MQB platform like the current car, but the previous-generation Audi TT Roadster is still a solid all-round sports car. And while the entry-level 1.8-litre turbo petrol version only comes in front-wheel drive, that means it's lighter.

Go for the six-speed dual-clutch box and the whip-crack gearshifts keep the engine on the boil, but you'll be kept more involved by the slick six-speed manual. Either way, the Mk2 TT looks great, but get it on the right road with the roof down, and even the basic 1.8-litre version serves up a surprising amount of fun.



SUB
£1K

Peugeot 206 CC

WE FOUND: 1.6 S (52-reg/72k)

Price new £14,695 **Now** £1,000

Engine: 1.6-litre 4cyl, 108bhp **Economy:** 40.3mpg
CO₂/tax: 166g/km/£205 **Euro NCAP:** N/A

FEW hatchbacks successfully make the conversion to a convertible, but the Peugeot 206 CC was one of them. CC stands for Coupé Cabriolet, so while many rivals are soft-tops, it has a folding hard-top, which boosts refinement.

Boot space is obviously reduced if you fold the roof, while the back seats are better used as extra luggage space. As it's based on the 206 hatch, the CC isn't the best driver's car, either – but it's a likeable little cabrio.



SUPER
CARS

Ferrari 360 Spider

WE FOUND: Spider (51-reg/39k)

Price new £109,101 **Now** £54,495

Engine: 3.6-litre V8, 400bhp **Economy:** 14.6mpg
CO₂/tax: 440g/km/£505 **Euro NCAP:** N/A

THE mid-engined Ferrari 360 is one of the most thrilling drivers' cars ever, and the drop-top Spider is even more exciting. With a howling V8, beautiful handling and gorgeous looks, it turns every journey into an adventure.

Yet the paddleshift six-speed gearbox, roomy cabin and decent visibility make this an everyday thoroughbred. You'll need to be quick at this price as demand for anything wearing a Ferrari badge is reaching an all-time high.



£3K-
£5K

BMW Z4

WE FOUND: 2.5i SE (54-reg/90k)

Price new £27,125 **Now** £4,495

Engine: 2.5-litre 6cyl, 189bhp **Economy:** 31.7mpg
CO₂/tax: 216g/km/£290 **Euro NCAP:** Four stars (2004)

AT the turn of the century, BMW went through a styling revolution, and the Z4 was one of the first cars to benefit.

Convertibles are about making a statement, and the soft curves and sharp angles do just that. It wasn't only the design that was controversial; to aid efficiency, BMW fitted electric power-steering way before rivals. The Z4 is great to drive, but we'd go for the creamy 189bhp 2.5-litre straight-six over the entry-level 2.0-litre four-cylinder.

£15K-
£20K



Mercedes E-Class Cabrio

WE FOUND: E350 CDI Sport (60-reg/58k)

Price new £40,300 **Now** £17,999

Engine: 3.0-litre V6, 228bhp **Economy:** 40.4mpg
CO₂/tax: 189g/km/£265 **Euro NCAP:** N/A

WITH the roof down, a clever AirCap pops up at the top of the E-Class Cabriolet's windscreen, so you can cruise around without much buffeting inside the big four-seater.

There's a fair amount of rear legroom, too, and while the boot's an awkward shape (it's obviously worse with the top stowed), it'll still swallow enough kit. You're looking at pre-facelift cars at this price, and the 350 CDI diesel auto is our pick, thanks to the V6's smooth power delivery.



Audi S5 Cabriolet

WE FOUND: S5 Cabriolet (11-reg/30k)

Price new £45,120 **Now** £21,990

Engine: 3.0-litre V6, 328bhp **Economy:** 29.1mpg
CO₂/tax: 224g/km/£290 **Euro NCAP:** N/A

THIS facelifted S5 Cabriolet doesn't have the charismatic V8 that powered earlier cars, but still delivers 328bhp and 440Nm of torque from its 3.0-litre supercharged V6. As a result, 0-62mph takes 5.4 seconds, although it doesn't always feel that fast due to the 1,995kg kerbweight.

Still, this isn't a hardcore RS model; the drop-top S5 is all about luxury and comfort with a sporty drive and decent pace, while the engine also means respectable efficiency.



Lexus SC

WE FOUND: SC 430 (51-reg/69k)

Price new £50,850 **Now** £7,500

Engine: 4.3-litre V8, 282bhp **Economy:** 23.5mpg
CO₂/tax: 287g/km/£290 **Euro NCAP:** N/A

NOT all convertibles have to be sporty. The Lexus SC 430 proves a GT with a folding hard-top can mix refinement and relaxed open-air cruising – especially with V8 power.

While the styling won't suit everyone, the high-quality, hi-tech cabin and soft ride mean you can spend miles at the wheel and still feel fresh. The SC was Lexus' first-ever convertible, and cost £50,850 when it was new; it now looks great value, with an SC 430 priced at £7,500.

OUR CHOICE: Toyota MR2



Jonathan Burn
Deputy news editor

"THE MR2 serves up everything you could ask for from a drop-top; its design is crisp, performance punchy and it won't break the bank to buy or to run. As it's a Toyota, reliability issues should be few and far between, too, although we'd recommend one of the later models if your budget can stretch. Plus, the MR2 is a true sports car, as it's mid-engined – and at this price point, there's nothing else like it."



£30K
PLUS

Aston Martin V8 Vantage Roadster

WE FOUND: Roadster (62-reg/40k)

Price new £91,000 **Now** £44,995

Engine: 4.3-litre V8, 380bhp **Economy:** 15.1mpg
CO₂/tax: 358g/km/£505 **Euro NCAP:** N/A

DROP-top Astons always turn heads, and the V8 Vantage Roadster is one of the prettiest ever. It lost none of the coupé's supermodel looks and ramped up the V8's snarl.

The interior is as old-school as the naturally aspirated engine; you'll forgive this with the top down on a sunny day.



£1K-
£3K

Toyota MR2

WE FOUND: 1.8 (02-reg/72k)

Price new £17,130 **Now** £2,500

Engine: 1.8-litre 4cyl, 138bhp **Economy:** 38.2mpg
CO₂/tax: 178g/km/£225 **Euro NCAP:** N/A

MID-engined sports cars are usually exotic and expensive, but Toyota's MR2 brought cut-price thrills to the masses. For the Mk3 MR2 we've picked out here, Toyota ditched the targa roof in favour of a full convertible soft-top.

The petrol engine's 138bhp doesn't sound like a lot, but as the six-speed manual MR2 weighed just over a tonne, 0-62mph took 8.0 seconds. And the well balanced Toyota could rival more potent cars than its figures suggested.



£8K-
£11K

MINI Convertible

WE FOUND: Cooper D Convertible (11-reg/42k)

Price new £18,430 **Now** £8,995

Engine: 1.6-litre 4cyl, 112bhp **Economy:** 70.6mpg **CO₂/tax:** 105g/km/£20 **Euro NCAP:** N/A

NOT so long ago, a diesel engine in a convertible wouldn't have made much sense, but diesels are now so impressively refined that plenty of drop-tops are powered by more efficient four-cylinders.

The MINI Cooper D Convertible is a great example of a diesel working well in a soft-top, as the 1.6-litre engine's muscular torque serves up strong pace. It also claims 70.6mpg economy, so you can enjoy open-air fun without paying a penalty at the pumps. Unlike the sleek Roadster, the Convertible seats four, too.



BEST BUYS FOR 4X4 FANS

Whether you love off-roading or just want all-weather traction, there's a wallet-friendly buy for you



Toyota RAV4

WE FOUND: 2.0 GX 5dr (S-reg/85k)

Price new £17,749 **Now** £675

Engine: 2.0-litre 4cyl, 129bhp **Economy:** 27.2mpg
CO₂/tax: N/A/£225 **Euro NCAP:** N/A

**SUB
£1K**

THE RAV4 was one of the first compact crossovers, and the traits that made it a success when it was launched more than 20 years ago still set it apart now.

A 2.0-litre petrol engine linked to a five-speed manual gearbox isn't the most sophisticated or efficient powertrain, but it's incredibly robust, so the RAV4 should deal with the worst of the weather without any fuss. To help, there's an electronically switchable four-wheel-drive system that's operated by a button on the dash, which is relatively advanced tech for a car of this age.



Mitsubishi ASX

WE FOUND: 1.8 DI-D 4 4WD (59-reg/63k)

Price new £24,584 **Now** £11,500

Engine: 1.8-litre 4cyl, 147bhp **Economy:** 49.6mpg
CO₂/tax: 150g/km/£145 **Euro NCAP:** 5 stars (2011)

**£11K-
£15K**

THE Mitsubishi ASX has never been the most desirable new car, but used models make more sense, especially when top-spec examples around three years old are less than half of the price new buyers would have paid.

Its 1.8 diesel engine is a respectable performer, even if it lacks the individuality of rivals like the Nissan Juke.

An ASX may have four-wheel drive, but it's definitely more of an on-road crossover than a tough 4x4. That's because the four-wheel-drive system kicks in only when the car starts to spin a front wheel.



Subaru Forester

WE FOUND: 2.0 XEn auto 07-reg/57k

Price new £21,977 **Now** £4,995

Engine: 2.0-litre flat-four, 173bhp **Economy:** 28.8mpg
CO₂/tax: 235g/km/£490 **Euro NCAP:** N/A

**£3K-
£5K**

SUBARU'S Forester combines rugged all-terrain ability with the practicality of a jacked-up estate body. It means there's lots of room for the family, with a big boot to swallow all of their luggage, too.

It might not have the smartest interior, but the Forester combines car-like driving dynamics with four-wheel-drive security. The 2.0-litre turbo petrol model we've picked out isn't as strong a performer as the more potent 2.5-litre turbo model, but it'll be cheaper to run, so this half-price hero will carry on saving you money.



Skoda Yeti

WE FOUND: 2.0 TDI (59-reg/49k)

£8K-
£11K

Price new £21,010 **Now** £9,995

Engine: 2.0-litre 4cyl, 138bhp **Economy:** 46.3mpg
CO₂/tax: 159g/km/£180 **Euro NCAP:** 5 stars (2009)

AFFORDABILITY, space and efficiency make the Skoda Yeti a great second-hand buy, which is why we crowned it our 2015 Used Car of the Year.

For the price of a new supermini you could pick up a pre-facelift Yeti Elegance with Skoda's smooth 138bhp 2.0 TDI engine. At this price, six-speed manual and DSG gearboxes are available, while part-time four-wheel drive means power is only sent to the rear when it's needed, helping improve efficiency.



SUPER
CARS

Range Rover Sport

WE FOUND: 5.0 V8 supercharged (12-reg/29k)

Price new £76,295 **Now** £36,990

Engine: 5.0-litre V8, 503bhp **Economy:** 19.0mpg
CO₂/tax: 348g/km/£505 **Euro NCAP:** N/A

MAKING a 503bhp SUV handle like a sports saloon is impossible, but the Range Rover Sport's clever air-suspension does a decent job of reducing roll and maximising grip.

You'll need it, because the 5.0-litre supercharged V8 is a monster. Plus, this is a Range Rover, so a raft of off-roading technology means that it'll shrug off rocky or rutted terrain like it would a pothole. At the other end of the scale it'll embarrass some performance cars when it comes to speed, proving its massive breadth of ability.



£1K-
£3K

Kia Sportage

WE FOUND: 2.0 CRDi XS (55-reg/99k)

Price new £17,195
Now £2,490

Engine: 2.0-litre 4cyl, 111bhp
Economy: 39.8mpg
CO₂/tax: 187g/km/£265
Euro NCAP: N/A

WE drive the new Mk4 Sportage on Page 40, but the Mk2 version was always more of an old-school off-roader than a sleek crossover. That's no bad thing, because if you need rugged ability for rougher roads, the second-generation Sportage offers bucket loads at affordable prices.

The 111bhp 2.0-litre diesel is the one to go for because it has more mid-range punch than the 2.0-litre petrol alternative, making the most of the traction available.

Top-spec XS models come in under budget here, and feature leather seats, air-conditioning and cruise control, so you should end up with some premium gadgets for penny-pinching prices.

Volvo XC90

WE FOUND: D5 SE Lux Premium (11-reg/49k)

Price new £41,910 **Now** £19,950

Engine: 2.4-litre 5cyl, 197bhp **Economy:** 34.0mpg
CO₂/tax: 219g/km/£290 **Euro NCAP:** 5 stars (2003)

SAFETY has always been one of Volvo's strong points, and this previous-generation flagship off-roader offers plenty of security, luxury and all-weather ability.

The D5 diesel is the one to go for, as the five-cylinder engine is characterful, torquey and relatively efficient.

Seven seats offer enough flexibility to deal with family life, while SE Lux Premium trim comes loaded with kit.

And it's all for £19,950, proving style and substance are available in an affordable package if you shop around.

£15K-
£20K



BEST BUYS FOR 4x4 FANS



£30K
PLUS

Mercedes M-Class

WE FOUND: ML63 AMG (62-reg/53k)

Price new £82,995
Now £41,295

Engine: 5.5-litre V8, 518bhp
Economy: 23.9mpg
CO₂/tax: 276g/km/£505
Euro NCAP: 5 stars (2012)

MERCEDES' ML63 AMG is one of the best performance SUVs in the business, and buying used gives you half-price access to its wealth of dynamic ability, practicality and image.

It has a bellowing 5.5-litre twin-turbo V8 sending its 518bhp to all four wheels. That means the 0-62mph dash takes just 5.5 seconds, so this two-tonne-plus SUV is as fast as many sports cars.

It also means the ML returns just 23.9mpg officially; don't expect more than mid to high teens day to day.

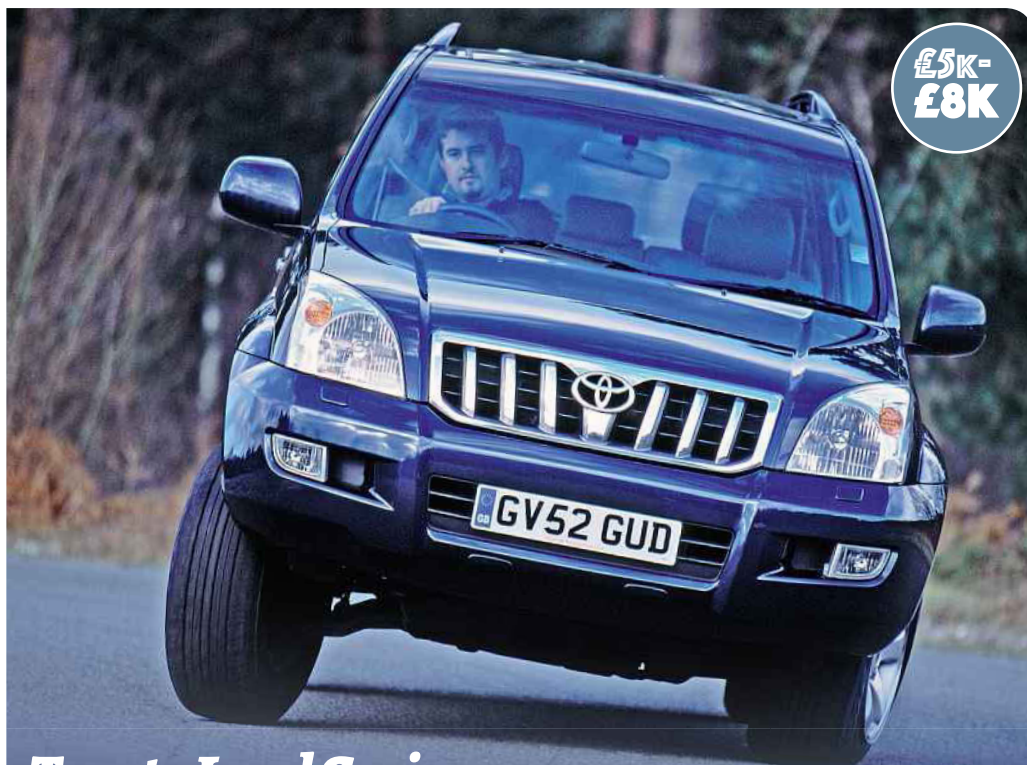
The big wheels and tuned suspension mean the ride can be a bit choppy, too.

OUR CHOICE: **Land Rover Discovery**



Richard Ingram
News editor

"THE Land Rover Discovery is one of those cars that very nearly ticks every box going. It's stylish, spacious and good to drive – and can go anywhere you want it to go. It's pricey to run, but at £24,500 for a five-year-old TDV6, it could well be the ultimate half-price hero. Just make sure you go for an HSE, which adds toys such as sat-nav and heated seats."



£5K-
£8K

Toyota Land Cruiser

WE FOUND: 3.0 D-4D LC3 (03-reg/89k)

Price new £25,995 **Now** £7,250

Engine: 3.0-litre 4cyl, 161bhp **Economy:** 29.7mpg
CO₂/tax: 253g/km/£490 **Euro NCAP:** N/A

THERE aren't many 4x4s that can compete off-road with the Land Rover Defender, but the Toyota Land Cruiser is one of them. Its history stretches back to 1951, and over the years the car has incorporated modern tech and Toyota dependability.

The 3.0-litre four-cylinder diesel isn't the most refined choice, and material quality is patchy, but eight seats give it an edge over seven-seat rivals. It's also relatively comfortable, thanks to tall tyres and long-travel suspension.



£20K-
£30K

Land Rover Discovery

WE FOUND: TDV6 HSE (59-reg/63k)

Price new £49,695
Now £24,500

Engine: 3.0-litre V6, 242bhp
Economy: 30.4mpg
CO₂/tax: 244g/km/£490
Euro NCAP: 4 stars (2006)

THERE might be an all-new Land Rover Discovery on the horizon, but the current model is still popular.

The creamy V6 turbodiesel engine delivers effortless torque and acceptable performance, and the air-suspension that's standard on this HSE model makes it brilliantly comfortable. Add in the seven seats and sumptuous interior, and it's extremely easy to live with.

But it's how the Land Rover combines this luxury with off-road ability that's so impressive. It has features to help you deal with every terrain, so there's little chance you'll ever get stuck.

BEST BUYS FOR PERFORMANCE

Here our choices are all about driving fun, whether you're spending £1,000 or £40,000



Ford Puma

WE FOUND: Puma 1.7 (02-reg/73k)

SUB
£1K

Price new £12,980 Now £750

Engine: 1.7-litre 4cyl, 123bhp Economy: 38.2mpg
CO₂/tax: 178g/km/£225 Euro NCAP: N/A

THE Ford Puma proves thrilling performance cars do come at surprisingly low prices. A £1,000 budget will even get you a more powerful 123bhp 1.7-litre model – but the big draw is the Puma's chassis.

A low kerbweight in a compact body means this is an engaging coupé to drive. Beautifully weighted steering, a slick manual gearchange and lots of grip back up the svelte styling, and while it won't rival many modern hot hatches for straight-line pace, it will put a smile on your face on your favourite road.



£1K-
£3K

Saab 9-5

WE FOUND: 9-5 Aero (03-reg/88k)

Price new £26,795 Now £2,295

Engine: 2.3-litre 4cyl, 247bhp Economy: 28.8mpg
CO₂/tax: 240g/km/£490 Euro NCAP: N/A

DON'T be fooled by the sensible looks, as Saab's 9-5 Aero delivers supercar-baiting pace from its 2.3-litre turbo. This subtle car will leave exotic mid-engined machines trailing.

With so much power going through the front wheels, you have to be gentle with the throttle, and the handling isn't the sharpest, but for performance per pound not a lot can touch the Aero. Plus, the cabin is comfortable and well equipped, and robust mechanicals won't let you down.



£20K-
£30K

Jaguar XFR

WE FOUND: XFR (10-reg/40k)

Price new £62,055 Now £20,995

Engine: 5.0-litre V8, 503bhp Economy: 22.5mpg
CO₂/tax: 292g/km/£505 Euro NCAP: 4 stars (2010)

FEW supersaloons have the character of Jaguar's XFR. The ballistic 5.0-litre supercharged V8 sends 503bhp to the rear wheels, and if you hit a track and turn off the traction control, the sweet chassis lets you have some real fun.

On the road, progress is effortless and high-speed cruising easy thanks to the smooth six-speed auto, but stamp on the throttle and the snort from the V8 will put a smile on your face. Just don't think about the fuel bills.



£30K
PLUS

Audi R8

WE FOUND: R8 (58-reg/59k)

Price new £78,195 Now £35,995

Engine: 4.2-litre V8, 414bhp Economy: 20.3mpg
CO₂/tax: 349g/km/£505 Euro NCAP: N/A

THE R8 was Audi's first supercar, with a bellowing mid-mounted 414bhp V8 underneath its sensational body, which included carbon fibre side blades. Plus, the open-gate manual gearbox meant it looked the part inside, too.

All R8s are four-wheel drive, so there's good traction to make the most of the engine and extra security in winter. This Audi meant that, for the first time in a long while, the Porsche 911 didn't have things all its own way.



£5K-£8K

Vauxhall Astra VXR

WE FOUND: VXR (08-reg/69k)

Price new £15,995 **Now** £6,499

Engine: 2.0-litre 4cyl, 237bhp **Economy:** 30.7mpg
CO₂/tax: 221g/km/£290 **Euro NCAP:** 5 stars (2004)

THE brawny original Astra VXR continued Vauxhall's long line of tuned family cars. While the regular Mk5 family hatch wasn't all that special, it was ramped up with a square-set bodykit, plus a bonkers 237bhp 2.0-litre turbo engine that provided a top speed of 152mph.

The VXR won't suit everyone, but we spotted a 69,000-mile 2008 model for £6,499. Just make sure it comes with a full history, plus check carefully for signs of abuse.



SUPER CARS

Maserati GranTurismo

WE FOUND: 4.7 S (59-reg/39k)

Price new £84,395 **Now** £41,995

Engine: 4.7-litre V8, 450bhp **Economy:** 18.6mpg
CO₂/tax: 354g/km/£505 **Euro NCAP:** N/A

THE Maserati GranTurismo S wraps a howling V8 in a stunning coupé body and never fails to attract attention – and unlike its Italian rivals, it's rarely for the wrong reasons.

As you'd expect, performance is sensational, with the 450bhp GranTurismo S blasting from 0-62mph in just five seconds, while quick steering and sharp throttle response result in agile and adjustable handling. Yet this is a GT car at heart, so you can easily get comfortable inside.



£15K-£20K

Nissan 370Z

WE FOUND: 370Z GT (10-reg/40k)

Price new £31,645 **Now** £15,975

Engine: 3.7-litre V6, 327bhp **Economy:** 26.8mpg
CO₂/tax: 256g/km/£505 **Euro NCAP:** N/A

WITH its good looks and old-school muscle car dynamics, the Nissan 370Z offers a lot for your money. Underpinning its appeal is its traditional rear-drive layout, which results in engaging handling. And while the 3.7-litre V6 lacks the free-revving nature you expect, it delivers strong pace.

Seek out one of the desirable GT-spec cars, and you'll benefit from heated and leather-trimmed seats, a Bose sound system and Bluetooth connection.

OUR CHOICE:

Mitsubishi Lancer Evo X



Dean Gibson
Dep. road test editor

"THE Evo lost a little of its edge with the arrival of the 10th-generation model, but that means it's a bit of a bargain today. Better still, owners are a passionate lot, so most examples tend to be well looked after and only used as toys for the weekend. The wild wings and firm ride mean it's hardly a low-key choice, but on the right road the Evo can still show most modern sports cars a clean pair of heels."



£8K-£11K

Honda S2000

WE FOUND: S2000 (07-reg/75k)

Price new £27,390 **Now** £9,995

Engine: 2.0-litre 4cyl, 237bhp **Economy:** 28.2mpg
CO₂/tax: 237g/km/£490 **Euro NCAP:** 4 stars (2002)

EARLY S2000s had a reputation for twitchy handling. But by the time this 2005 facelifted car arrived, Honda had boosted stability, so drivers can make the most of the spine-tingling 2.0 VTEC engine, which revved to 9,000rpm.

There's still plenty of agility. And while it doesn't have a folding hard-top, this keeps the weight down for stronger pace – and the sound is more thrilling with the top down.



£11K-£15K

Mitsubishi Lancer Evo X

WE FOUND: 2.0 GSR FQ-300 SST (08-reg/59k)

Price new £31,999 **Now** £13,997

Engine: 2.0-litre 4cyl, 296bhp **Economy:** 26.2mpg
CO₂/tax: 256g/km/£505 **Euro NCAP:** 5 stars (2009)

NOT many performance cars were developed through years of world motorsport competition, but Mitsubishi's rally bred Evo X is one of them. A 296bhp 2.0-litre turbo engine drives all four wheels, while sophisticated tech includes Super All Wheel Control with torque vectoring.

Mitsubishi no longer makes the Evo, and as the X has proven to be the final generation in the line-up, this is the last of a legend – and maybe even a future classic.



£3K-£5K

Renaultsport Clio

WE FOUND: 197 (57-reg/65k)

Price new £15,995 **Now** £4,295

Engine: 2.0-litre 4cyl, 194bhp **Economy:** 33.6mpg **CO₂/tax:** 199g/km/£265 **Euro NCAP:** N/A

THE current 1.6-litre turbo won't go down as a Renaultsport classic, but previous hot Clios were greats. This 197 blends modern design with a potent 2.0-litre engine and decent practicality at low used prices.

It has one of the best hot hatch chassis ever, plus a manual gearbox that involves the driver and an engine you have to rev hard to get the best from – but that's key to its appeal. Work with the car and it will deliver performance to humble much pricier sports cars, while delivering thrills by the bucketload.

Citroen C6

WE FOUND: C6 2.7 HDi V6 (57-reg/104k)

Price new £37,845 **Now** £3,650

Engine: 2.7-litre V6, 208bhp **Economy:** 32.5mpg
CO₂/tax: 230g/km/£490 **Euro NCAP:** 5 stars (2005)

CITROEN has a rich heritage when it comes to luxury saloons, and while prices of its classic DS might be rapidly on the rise, those of its more recent C6 are going the other way.

The big four-door's hydro pneumatic suspension makes progress eerily smooth and composed.

Like every luxury Citroen, there are plenty of distinctive design features on the C6, including the concave rear window, while technology such as a head-up display and lane-departure warning meant it rivalled the Mercedes S-Class for innovation.

£3K-
£5K



BEST BUYS FOR LUXURY

Get a taste of an exclusive motoring lifestyle at a fraction of the showroom price



£15K-
£20K

Range Rover

WE FOUND: TDV8 Vogue (08-reg/60k)

Price new £63,950 **Now** £18,994

Engine: 3.6-litre V8, 272bhp **Economy:** 25.0mpg
CO₂/tax: 299g/km/£505 **Euro NCAP:** 4 stars (2002)

THE original Range Rover created a niche, combining luxury with go-anywhere ability. Many have tried to steal its crown over the years, but the Rangie is still the king.

This previous-generation car's chunky styling still looks great, while the torque-rich TDV8 engine and automatic gearbox perfectly suit the driving experience.

Its sumptuously trimmed interior contains lots of luxury technology, and there's even a huge boot.



£30K
PLUS

Bentley Arnage

WE FOUND: Arnage T (06-reg/30k)

Price new £175,500 **Now** £46,950

Engine: 6.75-litre V8, 450bhp **Economy:** 13.7mpg
CO₂/tax: 495g/km/£505 **Euro NCAP:** N/A

THERE aren't many cars that can match the opulence of a Bentley, and because original owners are generally wealthy, their cars are usually kept in good condition.

So for the price of a well specced premium SUV you could be driving around in a supremely refined Arnage T, trimmed in vast swathes of soft leather and expensive wood, with a refined 6.75-litre turbocharged V8 humming away under the huge bonnet.



£1K-
£3K

Jaguar S-Type

WE FOUND: 3.0 V6 SE (X-reg/64k)

Price new £33,150 **Now** £2,000

Engine: 3.0-litre V6, 240bhp **Economy:** 23.8mpg
CO₂/tax: 285g/km/£505 **Euro NCAP:** N/A

UNLOVED, and replaced by the brilliant XF, Jaguar's S-Type offers decent luxury at affordable prices.

On the inside, tactile wood veneers and lots of leather give an air of quality, and the absorbent ride and creamy petrol V6 powertrain deliver effortless cruising ability.

If you fancy a more potent engine, there's also a V8 powerplant available in this price range, as well as a more sharply focused Sport model.



£5K-
£8K

Volkswagen Phaeton

WE FOUND: 3.0 TDI 4MOTION (56-reg/81k)

Price new £36,995 **Now** £6,750

Engine: 3.0-litre V6, 222bhp **Economy:** 294mpg
CO₂/tax: 259g/km/£505 **Euro NCAP:** N/A

VOLKSWAGEN'S large saloon shares many parts with the Bentley Continental GT, so it's classy and hushed. It uses a silky 3.0-litre V6 TDI engine, and a four-wheel-drive system, so there's plenty of power and traction.

An exacting brief means the Phaeton is incredibly over-engineered. Luxury is in its DNA, but high purchase prices meant the brand didn't sell many, which is why this rare, unusual and luxurious saloon is great value at £6,750.



SUPER
CARS

Rolls-Royce Phantom

WE FOUND: Phantom (08-reg/28k)

Price new £250,000 **Now** £109,950

Engine: 6.7-litre V12, 453bhp **Economy:** 179mpg
CO₂/tax: 380g/km/£505 **Euro NCAP:** N/A

If you want to announce your arrival, then no car does it better than the fabulous Rolls-Royce Phantom.

The big Roller was designed to be the ultimate expression of luxury and refinement. A smooth 6.7-litre V12 propels it silently along, while the double-glazed cabin is an oasis of wood and leather.

Early cars are less than £100,000, but spend a little more and you'll get a lightly used one-owner example.



SUB
£1K

BMW 7 Series

WE FOUND: 740iL (96 P-reg/83k)

Price new £55,100 **Now** £875

Engine: 4.4-litre V8, 286bhp **Economy:** 22.6mpg
CO₂/tax: 301g/km/£505 **Euro NCAP:** N/A

THE latest 7 Series is packed full of cutting-edge technology, and back in the mid-nineties the BMW 740iL we've picked out offered exactly the same, with luxuries such as electric seats and sat-nav. Plus, this long-wheelbase model has huge rear legroom.

The driver will enjoy it, too, because the 1996 740 featured BMW's 4.4-litre 286bhp V8 and a smooth five-speed automatic gearbox. It all still feels fresh, too.

MY CHOICE:

**BMW
740iL**



Steve Fowler
Editor-in-chief

"MUCH as the luxury and go-anywhere ability of the Range Rover appeals, as does the comfort of the C6 and the sound of the Maserati, their reliability reputations preclude them from the Fowler hitlist. A £10k S-Class is appealing, but not as much as the real slice of luxury and fun if you can find a clean BMW 740iL for under a grand. A pal of mine has one and I'm jealous. What a great car for next to no cash."



£20K-
£30K

Jaguar XK Convertible

WE FOUND: XKR (07-reg/32k)

Price new £73,495 **Now** £27,000

Engine: 4.2-litre V8, 420bhp **Economy:** 23.0mpg
CO₂/tax: 294g/km/£505 **Euro NCAP:** N/A

THINK of the XK as a luxury GT at temptingly affordable prices and it's easy to see the appeal.

In supercharged 420bhp R spec, it offers effortless overtaking ability, plus Jaguar's smooth ride quality.

This XK marked a big leap for Jaguar in terms of design, so the modern look and more spacious cabin add a high-quality feel, and plenty of everyday usability.



£11K-
£15K

Maserati Quattroporte

WE FOUND: Quattroporte (05-reg/72k)

Price new £74,550 **Now** £14,500

Engine: 4.2-litre V8, 395bhp **Economy:** 179mpg
CO₂/tax: 370g/km/£505 **Euro NCAP:** N/A

COMBINE luxury with design sparkle and you've got a mouthwatering recipe. That's exactly what Maserati did with its fifth-generation Quattroporte saloon.

The Ferrari-built V8 helps make it a drivers' car that will thrill you, and it also settles down at a cruise. The six-speed auto isn't the best, but it's smooth enough.

Besides, those lovely looks, lavish cabin and growling V8 will easily help you forget about any minor issues.



£8K-
£11K

Mercedes S-Class

WE FOUND: S320 CDI (57-reg/81k)

Price new £55,010 **Now** £10,950

Engine: 3.0-litre V6, 231bhp **Economy:** 34.0mpg **CO₂/tax:** 223g/km/£290 **Euro NCAP:** N/A

THE S-Class has been the pioneer of pretty much every automotive safety innovation over the past 40 years, including airbags, ABS, crumple zones and stability control, which is why it's a great choice.

We'd go for Mercedes' frugal V6 diesel, which delivers a good balance between relaxed performance and acceptable fuel economy, while there are plenty of gadgets. Tech such as night vision, radar-guided cruise control and massaging seats ensures the S-Class's status as a used luxury bargain.

DOUBLE YOUR MONEY

Our half-price bargains can help you save big. Now here's how to make money with a classic investment

AE Matthew Hayward

SAVING a bundle of cash on your next car is sure to bring a smile to your face, but what if you could actually make money when choosing your next motor? With the classic car market currently in rude health, there's never been a better time to dabble in a bit of four-wheeled financial speculation.

Yet you don't have to spend hundreds of thousands on a slice of thoroughbred Italian exotica to turn a decent profit. To prove it, we've teamed up with sister site *classicandperformancecar.com* to pick out 10 affordable models that are only likely to go up in value. And with prices starting from just £800 and everything from a sporty city runabout through to a hi-tech Japanese supercar to choose from, there should be something for every taste and budget.

Your only dilemma now is whether you shut your investment away and let it gather pounds or enjoy it in the knowledge that you'll still be quids in when it's time to sell.

CLASSIC & PERFORMANCE CAR
THE WORLD'S GREATEST CARS FOR SALE



Peugeot 205 GTi

ON SALE 1984-1994

Price range £3,000-£10,000

ALTHOUGH old-fashioned in terms of performance, the Peugeot 205 GTi is still a hugely desirable pocket rocket. Pristine examples have sold for more than £10,000, but there are still good cars on the market from £3k.

Go for the cheaper 1.6-litre version if you don't care too much about straight-line speed, as it's in many ways the sweeter model. That's thanks to a more rev-happy engine and shorter gearing than the hotter 1.9.

Nissan Skyline GT-R (R32)

ON SALE 1989-1994

Price range £8,000-£12,000

A LEGEND to a generation of Gran Turismo gamers, the Nissan Skyline GT-R remains one of the best-value performance cars on the market. Like the current GT-R, the original R32 Skyline used hi-tech computers to harness every ounce of performance.

If you can find a car that hasn't been modified too much for less than £10,000, it could be a wise investment and one that promises a fruitful return.



Ford SportKa

ON SALE 2003-2009

Price range £800-£1,800

LOOKING for a weekend toy that can be run on a budget? Something like the Ford SportKa is pretty difficult to beat. The humble Ka underpinnings are simple and ultimately reliable, too, meaning servicing and maintenance should be eminently affordable.

Rough early examples can be found for less than £500, but it's really worth seeking out a pampered low-mileage car for around £1,500 if you can.



Mercedes 200E/300E

ON SALE 1985-1995

Price range £1,500-£5,000

HERE'S a car that manages to be understated, classy and a great family wagon all at the same time. The W124-generation Mercedes E-Class is legendary for its tank-like build quality, with some German taxis amazingly racking up well in excess of a million miles.

Growing demand means that prices can only go one way. The Coupé and Convertible models are also worth a look if you're after something more glamorous.



Honda Civic Jordan

ON SALE 1999

Price range £2,000-£3,500

THE Civic Jordan was built in 1999 to celebrate Honda's relationship with the Jordan Formula One team, turning the standard 160bhp VTI into something more special.

It was the fastest Civic available in the UK at the time and was upgraded with black and yellow leather seats as well as an Eddie Jordan plaque. Just 500 examples were made, so it'll be a collector's item in the future.



BMW 325ti

ON SALE 2001-2004

Price range £1,500-£3,500

ALREADY a cult choice among BMW aficionados, the E46-generation 3 Series Compact was a much-needed improvement on its predecessor, and in 189bhp 2.5-litre straight-six 325ti form, it's a real hoot to drive.

The Compact led the way for future BMW hot hatches like the M135i. Relatively low-mileage examples are on the market from as little as £2,000.



Saab 900 Cabriolet

ON SALE 1986-1994

Price range £2,000-£6,000

SAAB may no longer be with us, but that doesn't mean you can't enjoy one of the greatest classic soft-tops that money can buy. The 900 Cabriolet isn't about going fast, as it majors on comfort and style.

This was also the last Saab to be built without cost-cutting influence from General Motors. Range-topping T16S models are likely to see their value increase most.



Porsche 944

ON SALE 1982-1991

Price range £3,500-£15,000

CLASSIC Porsches are hot property in investor car circles, according to business analyst Bloomberg. While that's great if you own an old 911, it's also a sign that up-and-coming cars like the 944 aren't far behind the curve.

Early examples offer the best value, with prices starting from £3,500, while later Turbo and S2 cars are the best to drive. Find a nice original model, keep on top of the maintenance, and you really can't go wrong.



Alfa Romeo Spider

ON SALE 1995-2004

Price range £1,000-£4,000

STUNNING Pininfarina styling makes the mid-nineties Alfa Romeo Spider an attractive classic buy. Although the V6 version is the most sought after, the 2.0-litre Twin Spark-engined model makes the most sense.

Specialist servicing is recommended, but this era of Alfa saw a significant improvement in build quality, so tales of unreliability are largely over-exaggerated. Rust is rarely an issue, either, thanks to galvanised bodies.



Subaru Impreza Turbo

ON SALE 1994-2000

Price range £1,000-£3,500

WHILE there are many special-edition Imprezas, the standard Turbo 2000 could be the best choice. Two years ago, a decent Scooby would only cost you £1,000; today you'd need to spend £2,000.

The rapidly decreasing numbers of cars on the road combined with the Impreza's status as a cultural icon means that prices will keep rising.



Does the Mercedes GLC have the breeding to match high-society rivals from Audi and BMW?

AE MERCEDES has been plugging holes in its range over recent years, with cars such as the A-Class family hatch and GLA crossover finally offering real competition to big-selling cars from arch-rivals Audi and BMW.

But while we've had to wait a bit longer for Mercedes to build a mid-size SUV, the next stage in the luxury brand's model offensive is finally here, and the GLC is aimed straight at Audi Q5 and BMW X3 territory.

There's lots to like with these two stylish adversaries though, so the GLC won't have it all its own way. Being the new kid could work in its favour as buyers look for the latest in a sector where image counts, but the Mercedes needs to have the combination of performance, space and equipment to back up its looks and rise to the top of the class.

We've lined up high-spec and higher-powered four-cylinder diesel versions of each to see if the car has been worth the wait, and which model is the compact SUV king.

Pictures: Pete Gibson Location: Botleys Mansion, Surrey
Thanks to: bijouweddingvenues.co.uk (0345 130 9966)



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LIVING WITH A...
SEAT IBIZA

Stylish new hatchback joins fleet, and makes an instant impression.



100

LIVING WITH AN...
OCTAVIA SCOUT

Rugged Skoda's leaving us after eight months of fine high-mileage service.

Mercedes GLC 250d
4Matic AMG Line auto

Price: £39,595 **Engine:** 2.1-litre 4cyl turbodiesel, 201bhp
0-60mph: 7.4 seconds **Test economy:** 37.7mpg/8.3mpl
CO₂: 129g/km **Annual road tax:** £110

BMW X3 xDrive20d M Sport Auto

Price: £38,590 **Engine:** 2.0-litre 4cyl turbodiesel, 187bhp
0-60mph: 8.8 seconds **Test economy:** 40.8mpg/9.0mpl
CO₂: 136g/km **Annual road tax:** £130

Audi Q5 2.0 TDI 190
quattro S line S tronic

Price: £37,090 **Engine:** 2.0-litre 4cyl turbodiesel, 187bhp
0-60mph: 8.4 seconds **Test economy:** 35.6mpg/7.8mpl
CO₂: 154g/km **Annual road tax:** £180



Lords of the manor

MODEL TESTED: Mercedes GLC 250d 4Matic AMG Line auto

PRICE: £39,595 **ENGINE:** 2.1-litre 4cyl, 201bhp

AE THE GLC follows Mercedes' new naming policy – GL for off-roader, C for C-Class size – so this is the brand's mid-size SUV that it hopes will steal sales from the Audi Q5 and BMW X3. We're testing the more powerful, £39,595 GLC 250d 4Matic AMG Line.

Styling 4.0/5

SOME off-roaders combine coupé styling with a subtly raised ride height but don't quite look the part. The new Mercedes GLC is not one of them. Its vast body sits high off the road, and with the oversized front grille, wheelarch cladding and some intricate styling details, this is clearly a 4x4 – albeit one that puts the emphasis on design.

Mercedes' designers have taken the C-Class saloon the GLC is based on and added even more visual interest. In AMG Line trim the sportier front bumper boasts bigger grilles and more pronounced scoops, with the large three-pointed star badge sitting in the centre of the two-bar chrome grille.

The standard 19-inch wheels are large enough not to be dwarfed by the big body – unlike the Q5 here – but with big tyres there's still enough in the way of ride comfort and looks to fit the 4x4 billing.

There are two sharp creases that run along the doors from the front wheelarch to break up the bodywork, with the higher line wrapping around on to the tailgate from each side.

At the back the design is arguably less distinctive, with simpler styling cues than the detailed front end, but this helps practicality thanks to the wide tailgate opening. With two chromed tailpipes and a bumper insert to match the one at the front, there are still plenty of details that catch the eye. Both the headlights and tail-lamps feature an interesting design that gives the GLC an upmarket look.

Parked next to the Audi and the BMW the car is distinctive, and it's the same once you climb inside. The cabin mirrors that of the C-Class saloon, which itself gets plenty of scaled down features from the S-Class flagship, so the five round air vents and tablet-style screen in the centre console are familiar.

While it looks nice, it doesn't have quite the high-class feel to match. Close the central trinket tray's lid and the expanse of hard piano black plastic looks cheap, while some fake metal detailing lets the air of premium quality down. However, in AMG Line trim it gets more standard equipment than its rivals.

Driving 3.9/5

THE Mercedes made its slim power advantage over the Audi and BMW pay, because it was the fastest from 0-60mph, taking 7.4 seconds. However, torque is more important with diesel engines, and the GLC's 2.1-litre diesel produces 500Nm – 100Nm more than both the Audi's or BMW's engines.

This contributed towards its stronger in-gear performance, which was also helped by the nine-speed auto gearbox. With one gear more than the X3 and two more than the Q5 it means each individual ratio is shorter, improving acceleration.

Although it's not quite as quick or smooth-shifting as the BMW's silky transmission, the changes are fast enough. Add in the fact that Mercedes' 4Matic four-wheel-drive system provides strong traction off the line in wet conditions, and the GLC has lots of sure-footed performance.

Another drawback to the nine-speed box is that, even with the engine's high torque, the GLC is quick

Testers' notes

"The GLC gets full-time four-wheel drive as standard, but there's also an optional off-road pack to offer even more ability away from the tarmac. It gives a choice of driving modes to deal with different terrain, as well as increasing the ride height by 20mm. Go for the £1,495 air-suspension package and you'll get another 30mm of ground clearance, as well as a more comfortable ride when you're back on the road."



James Disdale Road test editor

to shift to a lower gear when you press the accelerator, which can make progress disjointed in motorway traffic. The engine is a little gruff, too, which makes matters worse – although it's more refined here than it is in the C-Class.

Even in sportier AMG Line trim, the GLC rides nicely at speed, but the low-speed ride is lumpier, with potholes and harsher bumps upsetting the body. Despite the large 19-inch wheels, it has taller tyres than the BMW, so you don't feel quite as many surface imperfections as in the X3; it's actually calmer than its rival on country roads.

It's not quite as agile as the BMW though, due to its heavier kerbweight, longer wheelbase and slower steering, although the adjustable driving modes allow you to tune the steering response, the engine and gearbox as you see fit.

There's a Dynamic setting, but the steering feels artificially heavy in this mode.

Ownership 3.8/5

MERCEDES comes out on top in the battle of the big three German brands in terms of ownership – in our most recent Driver Power satisfaction survey, the brand took 11th overall, two places in front of Audi and three ahead of BMW. However, at this price you might expect more from a premium manufacturer.

Mercedes may have been late to the party with its mid-size SUV, but the extra development time means the GLC is certainly a safe way to travel. Euro NCAP awarded the car a full five-star rating in its latest round of crash tests. Seven airbags are fitted as standard, as are features such as autonomous braking and an active bonnet that pops up to cushion an impact with a pedestrian.

You can further improve safety with options including rear cross traffic alert, radar-guided cruise, blindspot and lane-keep assist and high beam assist, which are part of the £1,695 Driving assistance pack.

Running costs 3.8/5

CAST your eye over the figures and the GLC stands out as the most expensive car of the trio. Private buyers will pay £1,005 more than they will for the BMW, and £2,500 more than for the Audi. However, our experts predict the GLC will hold on to 56 per cent of its value after three years compared with 50.3 per cent for the BMW and 52.4 per cent for the Audi.

So, despite the higher purchase price, stronger residuals mean it's actually estimated to depreciate less, making it worth £2,774 and £2,749 more than the X3 and Q5 respectively after three years.



Design

STYLING additions such as the sill extensions and large alloy wheels give the GLC a chic, purposeful look on the road. The Mercedes excels on tarmac, proving punchy away from the mark and riding comfortably at motorway speeds



Mercedes





GLC



CO₂/tax
129g/km
£110 or 23%



Practicality
Boot (seats up/down)
550/1,600 litres



Performance
0-60/30-70mph
7.4/7.2 seconds



Braking
70-0/60-0/30-0mph
55.7/36.6/9.8m



Running costs
37.7mpg (on test)
£67 fill-up



Finish

PLASTICS aren't all they could be. Still, the boot is roomy, and it's conveniently flat



Practicality 4.1/5

IT'S no surprise the GLC's boot capacity matches the X3's. Both have 550 litres with the seats up and 1,600 litres with them down, so there's plenty of room – but it's the Mercedes that's the more practical. It gets more underfloor storage to tuck things out of sight, as well as electronic releases to fold the back seats, plus a standard power tailgate.

Space in the rear is acceptable, however, there's not as much legroom as in the X3. The large rear pillars and narrow rear glass also make it feel more claustrophobic, despite the GLC's panoramic glass roof as part of the £2,995 Premium Plus Pack. Storage is good, with a big bin in the centre console. The door bins and glovebox are a decent size.

Testers' notes

"Be careful with extras, because although AMG Line trim comes well equipped, the options list can quickly bump up the price. Our test car featured £7,895 worth of added kit, taking the price to £47,490."



Dean Gibson Dep. road test editor

MODEL TESTED: BMW X3 xDrive20d M Sport Auto
PRICE: £38,950 **ENGINE:** 2.0-litre 4cyl, 187bhp

AE THE BMW X3 is an unashamedly sporty 4x4, but does that driver-focused chassis mean its on-road manners don't match up to the Mercedes GLC's? Premium SUVs like these have to be able to cope with the practicalities of day-to-day life, too, so here we test the £38,590 X3 xDrive20d M Sport Auto to find out if the BMW can.

Styling 3.8/5

A FACELIFT in 2014 kept the X3 looking fresh, to the extent that even next to the newer GLC, it still cuts a stylish figure – especially in our test car's more vibrant Melbourne Red metallic paint. That finish is a £645 option, though, and is just one of many optional extras this test car features.

The new headlamp clusters with LED running lights were part of the styling update, and look classy. The slim light units sit either side of BMW's traditional kidney grille that's been enlarged here, while our M Sport trim test car gets a deeper, more aggressive front bumper with four gaping grilles to give the X3 a visual presence to rival the GLC's.

M Sport trim also adds larger 19-inch two-tone alloys, which look great, but come fitted with low-profile tyres that not only affect the ride quality, but also the off-road performance. However, these three premium SUVs are unlikely to venture too far off the beaten track – especially with the deep side sills that come as part of the X3's M Sport bodykit.

There are strong lines running back from the front wing through the door handles, while some softer sculpting lower down on the doors completes the look from the side. Black chrome roof rails contrast with the matt silver items on the GLC and the Q5.

Twin tailpipes are nicely integrated into the sportier rear bumper, which features a gloss black plastic insert. Like the Mercedes, a powered bootlid is standard here, with the wraparound rear light clusters bridging the wings and tailgate.

The angled rear screen gives the X3 a gentle coupé-like look from square on, and although the window line rises around the C-pillar, the flat roofline ensures true SUV practicality.

Climb up and into the X3's roomy cabin and you're met by a familiar centre console, which shares the same layout as the 3 Series saloon's it's based on. The design might not be as interesting as that in the Mercedes – especially because our car didn't feature the upgraded widescreen iDrive display – but quality is great, with solid plastics that feel expensive.

The standard list of equipment mostly mirrors the GLC's, so sat-nav, DAB, Bluetooth, parking sensors and cruise control all feature, as you'd expect. However, while metallic paint is £200 cheaper, you'll have to pay £1,600 to match the Mercedes' LED headlights (£610 for xenons), while keyless go is another £495. A reversing camera isn't standard either; it'll set you back another £330.

Driving 4.2/5

THOSE large wheels and low-profile tyres mean that, even on adaptive dampers and in Comfort mode, the X3 has a firm ride. Body control is brilliant, but you'll feel every pothole, and there's a fair bit of road noise.

However, this is the most sporting 4x4 of our group, and it clearly shows; it's much more capable through bends than either the GLC or the Q5.

The steering is direct and beautifully weighted, although flicking the Drive Performance Control

Testers' notes

"Unlike the GLC, which is only powered by four-cylinder diesels, BMW offers a six-cylinder diesel in the X3. At £43,410 for the M Sport Auto model, it's £4,820 more expensive than our test car, but has more kit. If you aren't as liberal with the options you can negate the Mercedes' pace advantage with the smoother, more characterful 30d X3. It has 281bhp and 560Nm of torque, and covers the 0-62mph sprint in 5.9 seconds."



James Disdale Road test editor

switch into Sport makes it feel artificially heavy and dulls the response, just like in the Mercedes. It also stiffens those £650 adaptive dampers further. Keep it in Comfort, though, and the X3's chassis is sweetly balanced and finds bags of grip even in difficult conditions on less-than-perfect roads.

The chassis lets you make the most of an engine that, although down on power, still offers strong in-gear acceleration compared with the GLC.

BMW's eight-speed auto is the best transmission here, swapping ratios faster and more smoothly than either the nine-speed GLC or the seven-speed Q5. However, there is one drawback: when you launch off the line in Sport mode, the gearbox doesn't let the engine rev out in first, which contributes towards the X3's slightly disappointing 0-60mph time of 8.8 seconds.

Like in the GLC, there's an eco driving mode that forces the powertrain to shift up earlier, and together with a softer throttle response it helps improve efficiency when maximum pace isn't needed.

Ownership 3.5/5

BMW was the lowest-ranked of these three brands in our Driver Power 2015 survey, coming 14th in the manufacturers' chart. However, the X3 was voted the 24th best car to live with last year, beating the Q5 by 68 places. Unsurprisingly, it finished 73rd for ride quality, but owners praised the SUV's build quality, ease of driving and performance.

Safety is also one of the X3's strong points, and while it can't quite match the protective features of the newer GLC, the BMW does have a five-star safety rating from when it was tested in 2011.

Lane-change assist and a tyre-pressure monitor are standard, while you can add adaptive LED headlights (£1,600), high beam assist (£125) and a surround-view 360-degree camera (£530). However, autonomous braking isn't available.

Running costs 3.6/5

A FIVE-YEAR/50,000-mile servicing pack costing £525 means the X3 will be the cheapest of the trio here to maintain, undercutting Mercedes' £35-per-month deal and, with variable intervals, the Audi's first three services, which come to £930.

On top of this, the X3 also recorded the best result at the pumps, with test economy of 40.8mpg. This was 3.1mpg better than the GLC and a fairly large 5.2mpg up on the Q5. As a result X3 owners will save £111 and £198 in fuel per year (12,000 miles) over the Mercedes and Audi respectively.



Design

THERE'S no mistaking that an X3 in M Sport trim is a road-orientated SUV. The purposeful bodykit shouts "performance 4x4" and the large alloy wheels and low-profile rubber will be largely useless off tarmac



BMW X3





CO₂/tax
136g/km
£130 or 25%



Practicality
Boot (seats up/down)
550/1,600 litres



Performance
0-60/30-70mph
8.8/8.9 seconds



Braking
70-0/60-0/30-0mph
59.7/35.4/8.9m



Running costs
40.8mpg (on test)
£68 fill-up



Quality

THE BMW's plastics feel top-notch. It has quite a bit more rear space than the GLC



Practicality 4.2/5

THE X3 has the same overall boot capacity as the GLC, with 550 litres when the rear seats are up, and 1,600 litres when they're folded down. However, it has a less practical luggage space, no remote seat releases in the boot and less storage beneath the boot floor, all of which makes it a bit less usable in everyday life.

There is a 12-volt socket, though, while rails with tiedown points make it easy to secure bulky items.

Inside, the X3 is more spacious in the rear than its Mercedes rival, with 20mm more legroom.

The BMW's higher roofline ensures that even taller adults will feel comfortable in the back, too, while storage is good thanks to the deep central cubby and pair of cup-holders.

Testers' notes

"For £95 you can tick BMW's Internet option. We'd recommend upgrading to the £900 Professional Media Pack, which gives you a bigger screen, but with no touchscreen you input details using the iDrive controller."



Dean Gibson Deputy road test ed.

MODEL TESTED: Audi Q5 2.0 TDI 190 quattro S line S tronic
PRICE: £37,090 **ENGINE:** 2.0-litre 4cyl, 187bhp

AE AUDI released its Q5 family SUV back in 2008, so is this ageing car still good enough to cut it in a world of more modern rivals such as the X3 and, particularly, the new GLC?

A 2012 facelift helped freshen the Q5's appeal, but the basic technology is still nearly 10 years old. While our pictures show an SE-spec model, here we're finding out how the £37,090 2.0 TDI quattro S line S tronic version stacks up against the competition.

Styling 3.6/5

DESIGN revisions to the Q5 in 2012 included new front and rear light units, a revised grille, a new infotainment system and an updated range of engines – and the version we're testing here features Audi's latest 187bhp 2.0-litre TDI.

The changes were enough to give the Q5 a shot in the arm, ensuring the styling remained fresh and sales figures stayed strong. However, the sheer familiarity of the Q5's shape means that it isn't quite as striking as either the GLC or the X3.

Unlike Audi's latest models, the Q5 features vertical strakes in the grille rather than horizontal bars, but Audi's corporate face is still present thanks to the oversized trapezoidal shape and swept-back light clusters. These feature a neat running light design like its two competitors, ensuring there's still enough style on offer, despite the car's age.

The Q5's flanks are more simple than either the Mercedes' or the BMW's, with only slight contouring in the doors. The most notable design details from the side include the chrome edging around the windows and the silver roof rails.

Our test car was fitted with the £2,472 winter tyre package, which replaces the standard 19-inch alloys with smaller 17-inch wheels that appear tiny next to the big body; on its standard wheels the Q5 looks much sportier than the car in our pictures.

Just like the exterior, Audi has updated the Q5's interior, adding more tech to keep pace with the sector. The multimedia system still works well, with a rotary controller to select and scroll around the menus. However, the 6.5-inch screen's graphics aren't as high-resolution as in its rivals.

Like all Audis, build quality is brilliant and the materials are of a suitably high standard, yet the layout seems more cramped compared with the more spacious GLC and X3. The Q5 has the feeling that age is catching up with it inside.

It might be the cheapest car on test at £37,090, but the Audi's list of equipment is relatively short. DAB, Bluetooth and cruise are standard, and while you get leather upholstery, heated seats are a £300 extra, while sat-nav is £1,695. Options cost a similar amount to its rivals, with metallic paint priced at £645 and a reversing camera at £325. Keyless go is £470, slightly less than it costs in the X3.

Driving 3.7/5

POWER and torque outputs are identical to those of the X3, but the heavier Q5 was faster from 0-60mph, showing how the BMW's gearbox limits its acceleration from a standing start.

The Audi got off the line well, but its extra weight showed during the in-gear test. In seventh the Q5 took 18.3 seconds to cover 50-70mph – 8.1 seconds slower than the X3 and 10.6 behind the GLC.

The gearbox shifts swiftly, swapping ratios without a jolt or jerk, but the plastic gearshift paddles

Testers' notes

"If you want to improve legroom in the back of the Q5 you can go for the £175 Rear bench seat plus option, which allows the seatbases to slide forwards and backwards by 10cm, increasing room in the rear or giving a bit more luggage space. The bases slide with the same 60:40 split as the backrests. You also get a ski hatch to help with longer loads, as well as a central armrest."



James Disdale Road test editor

don't have the same high-quality feel of those in its rivals. This isn't the Q5's biggest drawback, though.

Grip from the tyres isn't great and the Q5 doesn't cling on quite as valiantly as the more composed adversaries it's going up against here. On larger wheels and all-season tyres, the steering feels sharper and you can carry more speed through corners, but the Audi simply isn't as engaging as the X3, and nor does it offer as nice a balance between dynamic ability and comfort as the GLC.

Our test car dealt well with nasty road surfaces, with supple damping and a settled ride. The Audi might not be the sportiest SUV, but it feels planted and secure on the road, helped by the firm's famous quattro four-wheel-drive system. Whereas Audis used to be known for their firm ride, this Q5 is the most compliant car of the three here.

Ownership 3.3/5

AUDI, BMW and Mercedes were all closely grouped in our Driver Power 2015 survey, with Audi splitting its rivals with a result of 13th in our manufacturers' chart. However, its dealer network was the worst-rated in 25th, two places behind BMW's and four behind Mercedes', so there isn't much to divide our trio for customer service.

Although the Q5 has been updated over the years, it was last crash tested in 2009 after its launch. It received a five-star rating from Euro NCAP back then, but it's worth remembering that the test has moved on a long way in seven years.

Autonomous city braking is available, but you can only have it fitted if you specify the optional £2,320 Advanced Technology package, which also comes with an adaptive cruise control system.

Running costs 3.2/5

THE Q5 is rated in insurance group 28, which is 11 groups lower than the GLC and three less than the X3. Our sample driver was quoted £609 per year, which represents an £85 saving over the Mercedes and a useful £142 less than the BMW.

The savings that private buyers will make by running the Audi are cancelled out if you're a company car user, though. The Q5 is the least efficient choice on paper, and CO₂ emissions of 154g/km mean a Benefit in Kind rate of 28 per cent, which is three per cent more than the BMW and five per cent more than the Mercedes.

Although the Audi is cheaper, business users taxed at the higher rate will pay £4,128 per year on the Q5, £287 more than the X3 and £490 more than the GLC.



Comfort

STANDARD cars get larger wheels and tyres than our winter-ready test car, but even with them fitted, the Audi rides comfortably. It's a pity that its extra weight causes it to struggle in a straight line against its rivals

Audi Q5



Practicality 3.9/5

GIVEN its age, the Q5 is impressively close to its rivals for boot space, trailing by 10 litres with the seats up and 40 litres with them down. So the load bay is big enough to be useful.

However, whereas its rivals team luggage space with roomy cabins, you'll feel much more cramped in the rear of the Audi; it has less head and legroom than the X3.

The front seats are comfortable, though, while there's enough storage thanks to a big central bin with two more trays in front and behind the gearlever. One drawback is that the power tailgate is a £385 option, whereas its rivals each get this as standard.

**CO₂/tax**

154g/km

£180 or 28%

**Practicality**

Boot (seats up/down)

540/1,560 litres

**Performance**

0-60/30-70mph

8.4/8.5 seconds

**Braking**

70-0/60-0/30-0mph

59.5/38.4/10.6m

**Running costs**

35.6mpg (on test)

£76 fill-up

**Details**

INTERIOR doesn't feel as expansive as rivals', and the low-res screen really gives the Q5's age away. Load space is reasonable, but there's an annoying step in the boot floor with the seats folded down

HEAD TO HEAD**Image**

LOOKS are important in this sector, and the fresh-faced Mercedes arguably has the most appeal here. However, what the badge brings to the ownership experience will hold as much value for some buyers. Our three test cars all have premium images that mean they'll be suited to pretty much every occasion.

**Technology**

BMW'S iDrive system is the slickest user interface, but Mercedes' touchpad and scroll wheel isn't far behind. Audi uses a similar set-up, but the small screen and low-res graphics take the shine off a polished system. Audi's newer products excel here, showing the Q5's age.

**Adaptive dampers**

ELECTRONICALLY controlled suspension is available on all of the cars on test. This widens all three cars' breadth of abilities, making them sportier when you want them to be, and more comfortable when you don't.

Testers' notes

"S line cars come with Sports suspension, but it's a no-cost option so can be deleted. Audi's variable damper control is £680."

**Sean Carson**

Senior road tester

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AUDI A6 AVANT 2.0 TDI ULTRA SE
MPG (L/100KM) URBAN 53.3(5.3) EXTRA URBAN 70.6(4.0)
COMBINED 62.8(4.5) CO2:118 G/KM

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DISCOUNT**
Cash price
£28,692

RANGE ROVER EVOQUE ED4 SE 2WD
MPG (L/100KM) URBAN 49.8(5.7) EXTRA URBAN 75.5(3.7)
COMBINED 65.7(4.3) CO2:113 G/KM

SAVE £2,742



**11%
DISCOUNT**
Cash price
£22,238

NISSAN QASHQAI 1.6 DCI NTEC
MPG (L/100KM) URBAN 54.3(5.2) EXTRA URBAN 72.4(3.9)
COMBINED 64.2(4.4) CO2:115 G/KM

SAVE £4,753



**12.5%
DISCOUNT**
Cash price
£35,683

BMW X3 3.0d SE xDrive Auto
MPG (L/100KM) URBAN 43.5(6.5) EXTRA URBAN 50.4(5.6)
COMBINED 47.9(5.9) CO2:156 G/KM

SAVE £2,452



**12%
DISCOUNT**
Cash price
£18,603

VW GOLF MATCH EDITION 1.4 125PS 5DR
MPG (L/100KM) URBAN 41.5(6.8) EXTRA URBAN 64.2(4.4)
COMBINED 53.3(5.3) CO2:123 G/KM

SAVE £3,982



**12.5%
DISCOUNT**
Cash price
£28,478

VOLVO XC-60 D4 (190) SE NAV
MPG (L/100KM) URBAN 57.6(4.9) EXTRA URBAN 65.7(4.3)
COMBINED 62.8(4.5) CO2:117 G/KM

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MERCEDES GLC 250D SPORT AUTO
MPG (L/100KM) URBAN 51.4(5.5) EXTRA URBAN 60.1(4.7)
COMBINED 56.5(5.0) CO2:129 G/KM

SAVE £5,952



**10%
DISCOUNT**
Cash price
£54,728

MERCEDES GLE COUPE 350d AMG LINE AUTO
MPG (L/100KM) URBAN 35.8(7.9) EXTRA URBAN 42.8(6.6)
COMBINED 39.2(7.2) CO2:187 G/KM

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Figures

**Mercedes
GLC 250d 4Matic
AMG Line auto**

**BMW X3
xDrive20d
M Sport Auto**

**Audi Q5 2.0 TDI
190 quattro
S line S tronic**


On-the-road price/total as tested	£39,595/£47,490	RESIDUAL VALUES STRONG residuals of 56 per cent are good for a premium SUV. It means the Mercedes claws back ground on the X3 in costs.	£38,590/£46,025	SERVICING BMW's five-year/50,000-mile servicing pack looks great value next to Mercedes' monthly deal and Audi's fixed prices.	£37,090/£45,907	INSURANCE LOWEST insurance group means cheaper annual premiums. Q5 will cost our sample driver £83 less to insure than the GLC and £142 less than the X3.
Residual value (after 3yrs/30,000)	£22,173/56.0%		£19,399/50.3%		£19,424/52.4%	
Depreciation	£17,422		£19,191		£17,666	
Annual tax liability std/higher rate	£1,819/£3,638		£1,920/£3,841		£2,064/£4,128	
Annual fuel cost (12k/20k miles)	£1,463/£2,439		£1,352/£2,253		£1,550/£2,583	
Ins. group/quote/road tax band/cost	39/£694/D/£110	BIGGEST BOOT THE GLC and X3 have identical boot capacities, putting the Q5 in the shade for space. The Mercedes edges the BMW with other neat practical touches.	31/£751/E/£130	DRIVER POWER ALL three brands were outscored by mainstream rivals in our satisfaction survey. The BMW loses to the Audi and Mercedes.	28/£609/G/£180	FUEL TANK DESPITE the Q5's poorer economy, its larger 75-litre fuel tank evens up the range, so it's almost on a par with the BMW's.
Cost of 1st/2nd/3rd service	£35pm*		£525 (5yrs/50k)		£295/£340/£295	
Length/wheelbase	4,759/2,873mm		4,657/2,810mm		4,629/2,807mm	
Height/width	1,639/1,890mm		1,678/1,881mm		1,655/1,898mm	
Engine	4cyl in-line/2,143cc		4cyl in-line/1,995cc		4cyl in-line/1,968cc	
Peak power	201/3,800 bhp/rpm	NCAP RATING ALL these 4x4s get five stars, but it's worth bearing in mind that the Audi and BMW were tested years ago. The GLC is safest.	187/4,000 bhp/rpm	GEARING REV'S at 70mph show just how differently these cars are geared. All are good cruisers, with little to split them for refinement.	187/3,800 bhp/rpm	CO₂ EMISSIONS THE Q5 shows its age here; its 154g/km emissions are 23g/km higher than the GLC's. This has a big bearing on company car tax and VED.
Peak torque	500/1,600 Nm/rpm		400/1,750 Nm/rpm		400/1,750 Nm/rpm	
Transmission	9-spd auto/4wd		8-spd auto/4wd		7-spd auto/4wd	
Fuel tank capacity/spare wheel	66 litres/run-flats		67 litres/run-flats		75 litres/repair kit	
Boot capacity (seats up/down)	550/1,600 litres		550/1,600 litres		540/1,560 litres	
Kerbweight/payload/towing weight	1,845/655/2,500kg	EQUIPMENT SAFETY is highlighted by the Mercedes' extra airbag, but it also has features the other two don't, such as LED lights.	1,805/620/2,400kg	DRIVER POWER ALL three brands were outscored by mainstream rivals in our satisfaction survey. The BMW loses to the Audi and Mercedes.	1,860/610/2,400kg	
Turning circle/drag coefficient	11.8 metres/N/A		11.9 metres/N/A		11.7 metres/N/A	
Basic warranty (miles)/recovery	3yrs (unlimited)/3yrs		3yrs (unlimited)/3yrs		3yrs (60,000)/3yrs	
Service intervals/UK dealers	15,500mls (2yrs)/136		36k miles (2yrs)/153		Variable/121	
Driver Power manufacturer/dealer pos.	11th/21st		14th/23rd		13th/25th	
NCAP: adult/child/ped./assist/stars	95/89/82/71/5		88/83/53/71/5		92/84/32/71/5	
0-60/30-70mph	7.4/7.2 secs	EQUIPMENT SAFETY is highlighted by the Mercedes' extra airbag, but it also has features the other two don't, such as LED lights.	8.8/8.9 secs	GEARING REV'S at 70mph show just how differently these cars are geared. All are good cruisers, with little to split them for refinement.	8.4/8.5 secs	CO₂ EMISSIONS THE Q5 shows its age here; its 154g/km emissions are 23g/km higher than the GLC's. This has a big bearing on company car tax and VED.
30-50mph in 3rd/4th	N/A/3.4 secs		3.3/3.8 secs		3.4/4.6 secs	
50-70mph in 5th/6th/7th/8th	5.3/6.2/7.7/11.2s		5.8/8.4/10.2/18.6s		7.0/9.9/18.3s/N/A	
Top speed/rpm at 70mph	138mph/1,500rpm		130mph/1,750rpm		130mph/1,800rpm	
Braking 70-0/60-0/30-0mph	55.7/36.6/9.8m		59.7/35.4/8.9m		59.5/38.4/10.6m	
Noise levels outside/idle/30/70mph	76/52/62/71dB	EQUIPMENT SAFETY is highlighted by the Mercedes' extra airbag, but it also has features the other two don't, such as LED lights.	75/52/63/71dB	GEARING REV'S at 70mph show just how differently these cars are geared. All are good cruisers, with little to split them for refinement.	75/53/63/70dB	CO₂ EMISSIONS THE Q5 shows its age here; its 154g/km emissions are 23g/km higher than the GLC's. This has a big bearing on company car tax and VED.
Auto Express econ (mpg/mpl)/range	37.7mpg/8.3/547 miles		40.8/9.0/601 miles		35.6/7.8/587 miles	
Govt urban/extra-urban/combined	51.4/60.1/56.5mpg		50.4/57.6/54.3mpg		42.2/51.4/47.9mpg	
Govt urban/extra-urban/combined	11.3/13.2/12.4mpl		11.1/12.7/11.9mpl		9.4/11.5/10.7mpl	
Actual/claimed CO ₂ /tax bracket	201/129g/km/23%		186/136g/km/25%		213/154g/km/28%	
Airbags/Isofix/park sensors/camera	Seven /yes/yes/yes	EQUIPMENT SAFETY is highlighted by the Mercedes' extra airbag, but it also has features the other two don't, such as LED lights.	Six/yes/yes/£330	GEARING REV'S at 70mph show just how differently these cars are geared. All are good cruisers, with little to split them for refinement.	Six/yes/yes/£2,035 [^]	CO₂ EMISSIONS THE Q5 shows its age here; its 154g/km emissions are 23g/km higher than the GLC's. This has a big bearing on company car tax and VED.
Auto gearbox/stability/cruise control	Yes/yes/yes		Yes/yes/yes		Yes/yes/yes	
Climate control/leather/heated seats	Yes/£795/yes		Yes/yes/yes		Yes/yes/£300	
Metallic paint/xenons/keyless go	£845 /LED/yes		£645/£610/£495		£645/yes/£470	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes		£1,695 /yes/yes/yes	

Results

MERCEDES

THE GLC has been well worth the wait. It's more expensive than rivals, but it's better equipped, and its engine is more powerful and more efficient. The Mercedes looks distinctive and offers the best balance between comfort and enjoyment, yet it'll also be cheaper to run for business users thanks to its low CO₂ emissions. Its blend of quality and practicality completes the package.



1st

BMW

THE grippy chassis and slick gearbox mean the X3 is still the SUV for keen drivers. However, despite its high-quality cabin it's not as comfortable as the GLC, and it's also slow. Poor residuals and high insurance bills cancel out the affordable servicing costs and impressive real-world fuel economy, while the GLC's clever touches mean the BMW isn't quite as usable.



2nd

AUDI

TIME is starting to catch up with the Q5. Even with this latest 187bhp TDI engine, its high CO₂ emissions and less able chassis relegate it to last place. It's also comparatively cramped inside, while the technology doesn't look or feel as fresh as its rivals'. It's comfortable, but the Audi is slow and will cost the most to run. That should change with the new Q5 later this year (below).



3rd

COMING SOON

Is it worth waiting for this model?



Audi Q5

DUE: late 2016

PRICE: FROM £35,000 (est.)

ENGINE: 2.0-litre 4cyl, 187bhp

LATER this year Audi will reveal a new Q5. It will have styling inspired by the E-Tron SUV concept (pictured), and should also be sharper to drive, cleaner and more practical.





**Porsche 911
Carrera S**

Price: £86,402
Engine: 3.0 flat-six turbo, 414bhp
0-60mph: 4.5 seconds
Test economy: 28.2mpg/6.2mpl
CO₂: 199g/km
Road tax: £265



**Jaguar F-Type
R Coupé**

Price: £86,810
Engine: 5.0 V8 supercharged, 542bhp
0-60mph: 3.9 seconds
Test economy: 23.9mpg/5.3mpl
CO₂: 255g/km
Road tax: £490

Pictures: Pete Gibson
Location: Bruntingthorpe Proving Ground, Leicestershire



Feel the force

The supercharged punch of the Jaguar F-Type R Coupé faces a fresh onslaught from the potent new turbocharged Porsche 911 Carrera S

AE THE Porsche 911 and Jaguar F-Type went head-to-head in Issue 1,381 of Auto Express last year. Back then, the four-wheel-drive 911 Carrera 4 GTS took victory over the F-Type R Coupé AWD. And now that there's a new 911 Carrera S on sale, the F-Type has an even bigger fight on its hands. Here we stick with the more traditional two-wheel-drive recipe – but there's nothing traditional about the

new 991.2-generation Carrera S, because this facelifted model is now powered by a turbocharged engine.

Porsche purists may hate the fact the lower rungs of the 911 ladder are no longer naturally aspirated, but it means the car is faster, more efficient and flexible. However, does the turbo engine kill some of the Porsche's character?

The thrilling F-Type R Coupé certainly isn't short on personality and it also proves that forced induction

needn't necessarily be a bad thing, with its supercharged V8 engine delivering a huge power output combined with a stirring soundtrack.

There's just £408 between the two cars' list prices, and they actually offer similar performance – so there's not much to split these two stunning coupés on paper. To find out which is the better all-round sports car, we put them head to head on the road and track.

MODEL TESTED: Porsche 911 Carrera S
PRICE: £86,402 **ENGINE:** 3.0-litre 6cyl, 414bhp

AE FOR more than 50 years, the 911 has set the benchmark in the sports car sector, but is this £86,402 911 Carrera S manual model still at the top of the class considering it's been subject to such a significant change in the engine bay?

Styling 4.8/5

PORSCHE has applied its evolutionary design approach to the new 911. Where other brands bring out radical-looking sports cars, such as Audi with the R8 and Jaguar with the F-Type, Porsche just keeps on refining the 911's instantly recognisable shape.

So, although the basic shape of this 991.2-generation car is very similar to its predecessor's, there are actually a few design differences when you look more closely.

Starting at the front, there's a new bumper with a few extra flicks and vents to force air into the radiators. The vents also feature active aerodynamic intakes to maximise cooling or reduce drag.

At the back, the LED light clusters now feature 3D graphics, while the engine cover design is also different, as the slats run vertically. But this isn't just to reference classic 911 models. The styling tweak is functional, too, because it helps channel even more air into the turbo engine.

Our car was fitted with the £1,773 optional twin-tailpipe centre-exit Sports exhaust, which, along with the standard 20-inch alloy wheels, gives the Carrera S a sporty look, even if only eagle-eyed Porsche fans will spot the subtle changes.

It's a similar story inside, as the cabin is carried over from the old car. That's no bad thing, though, because quality is exceptional. The dash and doors are leather-covered, while there's more standard kit.

The big news is a new infotainment system. The seven-inch screen now recognises multi-touch gestures, so you can swipe and pinch like a smartphone. Online navigation and real-time traffic info are also standard. Apple CarPlay and Porsche's Car Connect app improve connectivity, with the latter allowing you to check features such as your fuel level remotely. Also included is the smaller steering wheel from the brand's 918 supercar.

However, as is often the way with Porsche, extras aren't cheap. Our car had the £1,085 Park Assist pack, which features all-round sensors and a reversing camera. Heated seats are a £320 option, while keyless go costs £744 – it's standard on the Jag. The extras took the price of our test car to £98,834.

Driving 4.6/5

THE 911 Carrera S has a big question to answer: has this new downsized 3.0-litre twin-turbo flat-six compromised the famous sports coupé's character?

Not at all – in fact, it has actually added to it. That's because with 414bhp and 500Nm of torque available between 1,700rpm and 5,000rpm, there's a huge amount of performance on offer.

As our figures show, the 911 sprinted from 0-60mph in 4.5 seconds in greasy conditions, but it's the in-gear times that really highlight the engine's flexibility. In seventh, the Carrera S was as fast as a Turbo S from 50-70mph, taking 6.1 seconds.

Its 3.6-second time through the ratios from 30-70mph is impressive, too, but it's how the motor delivers its power that snares you. There's very little turbo lag, so throttle response is great – plus it's very linear and revs hard to its 7,500rpm limit, which is

Testers' notes

"Borrowed from the halo GT3 and Turbo ranges, Porsche's rear-wheel-steering system is only available as a £1,530 option on the more powerful Carrera S. It improves turn-in and low-speed manoeuvrability by turning the rear wheels in the opposite direction to the fronts. At higher speeds, the back tyres move the same way as the fronts to increase stability. It's a pricey extra, but it certainly delivers on its promise"



James Disdale Road test editor

slightly lower than before. It's the extra torque that makes the performance more accessible, as you can just leave the car in gear and let it pull.

Plus, it still sounds great. The Sports exhaust releases a few more decibels and a typical 911 bark in the mid-range to counter the slight loss of top-end crescendo. The chassis adds extra fireworks as well. Porsche's adaptive dampers are standard, so the car sits 10mm lower than before – and despite the drop in ride height, the car is even more usable. The damping in Comfort mode is sublime, offering support and suppleness over bad roads, while Sport firms up the body control so the 911 corners flat.

The seven-speed manual gearbox is involving and rewarding, while there's just enough feedback from the steering to inspire confidence in tricky conditions. With the smaller wheel and optional rear axle steering fitted to our test car (see Testers' notes), the 911 turns in eagerly. In the dry, the traditional rear-engined layout provides lots of traction, so you can really use the turbo's shove.

Ownership 4.1/5

PORSCHE has also focused on improving the new 911's safety, so the car now gets post-collision braking to reduce the impact of secondary crashes, while the stability control reverts to its safest mode if you trigger the ABS. Bigger brakes improve stopping power, plus ESP and a tyre-pressure monitor are standard. There's an optional front axle lift system available to increase ground clearance over speed bumps, while lane departure warning is on offer.

Euro NCAP doesn't crash test the 911, but with its strong steel body and six airbags, expect the car to stand up well to a knock. It should cope well with daily use as well. Porsche finished sixth overall in our Driver Power 2015 satisfaction survey, while its dealers placed eighth. Owners were full of praise for previous versions' strong performance.

Running costs 3.0/5

JUST £408 separates the two cars' sticker prices, but there's a bigger gulf in running costs. The 911 returned 28.2mpg on test, which betters the Jag's 23.9mpg.

Impressively low CO₂ emissions of 199g/km for this manual model mean the 911 sits one tax band beneath the F-Type, which represents an annual saving of £225. Plus, a Benefit in Kind rate of 34 per cent ensures company car drivers taxed at the higher rate will be £1,034 better off per year if they opt for the Porsche. However, with a tax liability of £11,677, it still won't be a cheap car to run for business users.



Porsche 911



CO₂/tax
199g/km
£265 or 34%



Practicality
Boot (seats up/down)
405 litres



Performance
0-60/30-70mph
4.5/3.6 seconds





Details

20-INCH alloys are standard, but twin-pipe centre-exit Sports exhaust will cost you an extra £1,773



11



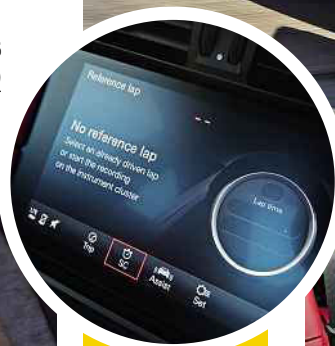
Braking

70-0/60-0/30-0mph
42.4/29.9/8.0m



Running costs

28.2mpg (on test)
£68 fill-up



Screen test

CENTRAL display lets driver operate a multitude of features, from lap times to smartphone integration



Practicality

THE 911 has a decent-sized load area in its nose, and although the rear seats are relatively small, they can be used as extra carrying space

Practicality 3.0/5

THE 911 has always had an ace up its sleeve when it comes to usability. The Porsche's clever 2+2 layout provides two occasional rear seats for children in the back, and they fold down to free up 260 litres of luggage space. Together with the 145-litre boot in the nose, which is big enough for a few overnight bags, it has a surprising amount of room.

In fact, it's actually pretty practical, with standard electrically adjustable seats that let you find the perfect driving position. The glovebox is large enough, while Porsche has moved the USB port from here to the central cubby. Fold-out door pockets improve usability, and the cup-holders that pop out of the dash panel are a clever solution.

Testers' notes

"If you want an automatic gearbox, Porsche also offers a seven-speed PDK for £2,388. Specify this, plus the £1,125 Sport Chrono pack, and the official 0-62mph time drops to a startling 3.9 seconds."



Dean Gibson Dep. road test editor

Road tests

Porsche 911 vs Jaguar F-Type R Coupé

MODEL TESTED: Jaguar F-Type R Coupé

PRICE: £86,810 **ENGINE:** 5.0-litre V8, 542bhp

AE THE Porsche 911 and the Jaguar E-Type battled for sports car supremacy back in the sixties, and although the 911 has carried on production, Jag only returned to the sports car market in 2012 with the F-Type. Here, we see how the £86,610 V8 R Coupé compares to the new 991.2-generation Porsche.

Styling 4.8/5

WHEREAS Porsche has honed and evolved the look of its 911 over time, Jaguar re-entered the sports car market with a bang in 2012 with the stunning F-Type. It looks revolutionary, yet just like the 911 does for Porsche, the V8 R Coupé neatly references the British brand's history with its design.

Take the slim tail-lamps, which mimic the original E-Type's design with two round brake lights. Then there's the clamshell bonnet with its power bulge and big vents, plus the gaping front grille.

Time has been kind to the F-Type's appearance, and the Coupé model hasn't lost any of its visual impact since its launch in 2014. The tapering roofline flows into a pair of muscular wheelarches at the rear, which house 20-inch alloys. The long bonnet stretches out and provides a sleek appearance, while details such as the front-wing vents, side skirts and gloss-black splitter add to the F-Type's visual appeal.

Pull the pop-out door handles, open the long coupé door and lower yourself into the supportive bucket seat, and you'll instantly notice that the crisp design and modern feel of the exterior is replicated inside. You sit low in the Jag, with a steering wheel that reaches out towards you. The centre console is flanked by a large, leather-clad buttress that doubles as a grab handle for the passenger. However, its real purpose is to place the focus squarely on the driver – just like with the 911 Carrera S and its high centre console.

Prod the starter button, and as the V8 rumbles into life, the air vents also rise out of the dashboard – adding a dose of theatre to the driving experience. The layout is logical, and Jaguar's latest multimedia system makes the F-Type easy to get along with.

That's helped by the generous level of equipment. Sat-nav, parking sensors, cruise control, Bluetooth, DAB radio and keyless go all come as standard. Our car was fitted with heated seats, costing £350, as well as a £255 reversing camera and a few other options – taking the total price to £93,335.

Driving 4.1/5

FROM the moment the F-Type's 542bhp 5.0-litre supercharged V8 snarls through its quad tailpipes on start-up, you know there's proper performance to enjoy here – and the Jaguar doesn't disappoint.

We timed the car at 3.9 seconds for the 0-60mph sprint in the dry, but it couldn't match the Porsche's lightning in-gear pace. It was only six-tenths faster from 30-70mph through the ratios than the seven-speed manual 911, too – partly because although the F-Type delivers 180Nm more torque, it doesn't arrive until a much higher 3,500rpm.

Plus, thanks to that ferocious engine, the R Coupé struggles for traction, especially in the wet. Still, the fast steering means you can catch any slides easily, while a two-stage ESP system keeps things in check or allows you to have a little more fun in Track mode.

However, while the steering is quick, the level of detail relayed back to the driver isn't as rich as in the 911. And although the Jaguar offers

Testers' notes

"The F-Type comes with a lightweight aluminium roof as standard, but you can add a more individual feel to the car by upgrading to the full panoramic glass item, at £1,250, or a more expensive £2,500 carbon-fibre roof. Porsche offers a sunroof for the 911, or you can have a full glass sliding item for £1,530 – adding an extra dimension to the driving experience. If this isn't enough, both cars are available as convertibles."



James Disdale Road test editor

plenty of outright grip, it still can't match the Carrera S' much sharper turn-in.

Get the F-Type in a straight line and use all of the engine's reach, however, and it gains speed at an incredible rate, while the raucous exhaust note means it sounds the part, too. Press a button on the centre console, and you can quieten it down, and dropping the gearbox back into auto mode turns the Jaguar into a relaxed cruiser.

Switchable driving modes let you adjust the F-Type's character, and in Normal, the damping offers good comfort for road use. It's a shame, then, that it doesn't feel quite as composed in Dynamic mode as the Porsche does in Sport and Sport Plus, because its suspension lacks that final finesse – and you can't have the sharper engine setting without the firmer suspension set-up in the R Coupé.

Ownership 4.2/5

JAGUAR bettered Porsche in our Driver Power 2015 satisfaction survey, taking second overall, with an equally good result for its dealer network, which placed third. The F-Type was voted the 34th best car to live with in our top 200, scoring well for performance, handling, ease of driving and comfort.

Safety kit isn't quite as good as in the 911, though. Like the Carrera S, Euro NCAP hasn't crash tested the F-Type, but just four airbags are fitted as standard. The Jag's bonnet pops up in a pedestrian impact to cushion the blow, while a tyre-pressure monitor is also standard. Blind spot warning and cross traffic alert are available as options.

Running costs 2.3/5

SERVICING the car should be a pain-free experience, but it could be more expensive to maintain than the 911. Jaguar offers a three-year servicing pack for £995, with the option to upgrade to a five-year deal for £1,495. Porsche has yet to release servicing prices for the Carrera S, but expect them to be similar to the old car's. As the 911's service intervals are twice as long as the F-Type's, six years' maintenance will cost £1,570.

The R Coupé also falls behind for depreciation. Our experts predict it'll lose a sizeable £49,473 of its original price tag after three years on the road – hanging on to 43 per cent – whereas the Porsche's value will drop less, with predicted depreciation of £40,995. That works out to a relatively strong residual rate for a high-end sports car of 52.6 per cent.

Insurance is pricey, but it's the 911 that undercuts the F-Type. Our sample driver's cover came out at £1,324 on the Jag and £1,152 with the Porsche.



Jaguar F-Type

Interior

SLICK style and gadgets give the F-Type a hi-tech feel, but cabin quality isn't as good as inside the Porsche



Practicality 2.5/5

THE F-Type R Coupé is much more practical than its Convertible counterpart. The hatchback offers 310 litres of space, which expands to 407 litres if you remove the load cover. That means there's roughly the same amount of maximum room available as in the 911, but the Jag will be easier to live with.

There's more useful storage in the Porsche, though, and although the F-Type gets a pair of cup-holders that double as a storage tray, they're concealed behind a plasticky lid. Whereas everything is leather-lined and tactile in the 911, some of the materials in the R Coupé aren't quite up to scratch.



F-Type



CO₂/tax

255g/km
£490 or 37%



Practicality

Boot (load cover in/out)
310/407 litres



Performance

0-60/30-70mph
3.9/3.0 seconds



Braking

70-0/60-0/30-0mph
49.1/35.3/9.3m



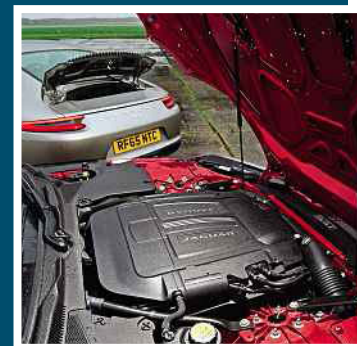
Running costs

23.9mpg (on test)
£74 fill-up

Handling

F-TYPE is grippy and handles well, but the whole experience is dominated by its bombastic engine

HEAD TO HEAD



Turbocharger vs supercharger

BOTH of our test cars are fitted with forced-induction systems to improve the power, performance and efficiency of their engines.

In the Porsche, a turbocharger in each bank of the exhaust spins up by using the high-pressure gases escaping the engine. These turbos are connected to a pair of compressors in the car's inlet that squeeze even more air into the cylinders.

With more air, you can burn more fuel, which gives a bigger bang and more power. But more importantly, it means you get more for less – hence the more efficient downsized 3.0-litre engine in the new 911.

The Jaguar, meanwhile, uses a supercharger to force extra air into its already colossal V8. This is connected to the engine via a belt, so the moment you touch the throttle, there's instant power on tap. One downside of turbos is that they can take time to respond, which is called turbo lag. However, Porsche has worked wonders here, and response is very good.

Turbochargers tend to produce a whoosh and whistle, while a supercharger emits a high-pitched whine. Each method gives the different engines a unique character.



Details

EIGHT-speed auto shifts quickly and smoothly; 20-inch alloys look great in muscular arches; 407-litre boot is useful



Testers' notes

"Visibility is better in the Porsche, thus enhancing its usability. The F-Type's low roofline and thick C-pillars mean motorway lane changes aren't always the easiest – we'd recommend the blind spot warning system."



Sean Carson Senior road tester



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Figures

Porsche 911 Carrera S



Jaguar F-Type R Coupé



On-the-road price/total as tested	£86,402/£98,834	RESIDUALS	£86,810/£93,335	
Residual value (after 3yrs/30,000)	£45,447/52.6%	PORSCHE'S residual values are nearly 10 per cent better than Jaguar's. 911 will depreciate by £8,518 less.	£37,337/43.0%	
Depreciation	£40,955		£49,473	
Annual tax liability std/higher rate	£5,838/£11,677		£6,355/£12,711	
Annual fuel cost (12k/20k miles)	£2,058/£3,429		£2,428/£4,047	
Ins. group/quote/road tax band/cost	48/£1,152/1/£265		50/£1,324/L/£490	
Cost of 1st/2nd/3rd service	£480/£610/£480^^		£995 (3yrs)	
Length/wheelbase	4,499/2,450mm	INSURANCE	4,470/2,622mm	POWER
Height/width	1,296/1,808mm	BOTH cars cost nearly £90,000 and have big power outputs, so high insurance quotes are no surprise.	1,314/1,923mm	THE supercharged V8 F-Type packs a mighty punch. However, in-gear acceleration wasn't a match for the 911's.
Engine	Flat-six/2,981cc		V8/5,000cc	
Peak power	414/6,500 bhp/rpm		542/6,500 bhp/rpm	
Peak torque	500/1,700 Nm/rpm		680/3,500 Nm/rpm	
Transmission	7-spd man/rwd		8-spd auto/rwd	
Fuel tank capacity/spare wheel	64 litres/repair kit		70 litres/repair kit	
Boot capacity (seats up/down)	405 litres		310/407 litres	
Kerbweight/payload/towing weight	1,440/460kg/N/A		1,650/400kg/N/A	
Turning circle/drag coefficient	10.7 metres/0.30Cd		10.7 metres/0.30Cd	
Basic warranty (miles)/recovery	3yrs (unltd)/3yrs		3yrs (unltd)/3yrs	DRIVER POWER
Service intervals/UK dealers	20,000 miles (2 yrs)/36		16,000 miles (1yr)/97	JAGUAR always scores well in our satisfaction survey. In 2015, it finished in second, with its dealers taking third place. Porsche was sixth, and its dealers eighth.
Driver Power manufacturer/dealer pos.	6th/8th		2nd/3rd	
Euro NCAP: Adult/child/ped./stars	N/A		N/A	
0-60/30-70mph	4.5**/3.6 secs	PERFORMANCE	3.9/3.0 secs	
30-50mph in 3rd/4th	2.0/2.7 secs	THE 911 got close to Porsche's claimed 0-60mph time even in the wet, but it can't match the F-Type's blistering dry time.	2.3/3.0 secs	
50-70mph in 5th/6th/7th	3.4/4.2/6.1 secs		3.2/5.4/6.9 secs	
Top speed/rpm at 70mph	191mph/1,800rpm		186mph/1,500rpm	
Braking 70-0/60-0/30-0mph	42.4/29.9/8.0m		49.1/35.3/9.3m	
Noise levels outside/idle/30/70mph	76/58/69/77dB		68/53/64/73dB	
Auto Express econ (mpg/impl)/range	28.2/6.2/397 miles		23.9/5.3/368 miles	HIGH CO₂
Govt urban/extra-urban/combined	23.2/42.8/32.5mpg		18.5/35.3/26.4mpg	THE F-Type's CO ₂ emissions of 255g/km highlight how good the 911's 199g/km figure is. Opt for the PDK gearbox and this drops to 174g/km.
Govt urban/extra-urban/combined	5.1/9.4/7.2mpl		4.1/7.8/5.8mpl	
Actual/claimed CO ₂ /tax bracket	231/199g/km/34%	STANDARD KIT	273/255g/km/37%	
		PORSCHE has improved the 911's kit list, but options are still expensive. Customising your car could take it over the £100,000 mark.		
Airbags/Isofix/parking sensors/camera	Six/£122/ £639*/£1,085^		Four/yes/yes/£255	
Automatic box/stability/cruise control	£2,388/yes/£219		Yes/yes/yes	
Climate control/leather/heated seats	Yes/yes/ £320		Yes/yes/ £350	
Metallic paint/xenon lights/keyless go	£801 /yes/£744		£700/yes/yes	
Sat-nav/USB/DAB radio/Bluetooth	Yes/yes/yes/yes		Yes/yes/yes/yes	

911: the full story

In 1963, little did Porsche know its 911 would still be going strong 53 years later

THE 911 has lived on through many controversial twists and turns since its launch in 1963, so although its new engine is significant, it isn't anything unusual.

Porsche inherited the rear-engined layout from the VW Beetle with which the 911 initially shared some mechanical components. The car had great early success on the road and the track, and motorsport has been a big part of the car's development ever since.

The 1975 911 Turbo proved turbocharging worked and pioneered the technology in fast road cars. Four-wheel drive came a little over a decade later with the 964-generation model.

Even bigger changes came in the nineties, where Porsche dropped its traditional air-cooled engines for a more efficient water-cooled unit in the 996 version. Then came direct fuel injection with the pre-facelift 991 variant, and now there's the new 3.0-litre twin-turbo unit in the 991.2.

All these significant changes were initially met by Porsche purists with the same suspicion, but there's no need for them to fear forced induction – it's made this 911 a better, more usable and more efficient sports car and improved the breed even further.

Results

PORSCHE

IF you were worried that the new turbo 911 has lost its way, don't be. This is a brilliant sports car that's faster, more efficient, more usable and better equipped than before. The extra comfort and breadth of ability make it close to being to the perfect sports coupé – and it has a practicality advantage over the Jag. It's also cheaper to buy and own, and more immersive to drive.



1st

JAGUAR

THE F-Type is still a sublime car. Arresting design, astonishing performance and that V8 bellow make it a British muscle car that's bursting with character. But it doesn't blend its performance with as much usability as the Porsche. It'll be more expensive to run and won't hold its value as well either, while interior quality is lacking in some areas compared to the 911's.



2nd

*Front and rear, £396 for rear only. ^^Predicted servicing prices, exact costs TBC. ^Part of Park Assist with reversing camera pack. **Figured in wet conditions. In red = equipment fitted to our test car. Insurance quotes from AA (Tel 0800 107 0680 or www.theAA.com) for a 42-year-old living in Banbury, Oxon, with three penalty points. Residual values provided by CDL VIP Data.

SAME PRICE

Other options for similar money...

NEW: BMW M6

PRICE: £93,150 ENGINE: 4.4-litre V8, 552bhp

THE M6 is more expensive than the 911 and F-Type, but it's also more powerful. The engine is mighty, but the chassis isn't as capable. However, back seats give the BMW an edge and make it a great rear-drive performance four-seater.



USED: Ferrari F430

PRICE: £84,950 ENGINE: 4.3-litre V8, 490bhp

YOU could try something exotic, as a similar budget will get you the looks and thrills of a Ferrari F430. Used Ferraris hold their value, and will likely have been lovingly maintained.



Our cars Living with a SEAT Ibiza



CO₂/tax
116g/km
£30 or 18%



Practicality
Boot
292 litres



Running costs
57.6mpg (official)
£46 fill-up



SEAT Ibiza

FIRST REPORT Freshly facelifted supermini joins our fleet, and makes instant impression



Sam Naylor
Sam_Naylor@dennis.co.uk
@SamNaylor_AE

AE THE Ibiza has always been SEAT's core model – it was the first car brought to the UK by the brand, back in 1984, and has proven a strong seller ever since. Over the coming months of testing, we want to find out if the latest supermini has what it takes to beat rivals like the Ford Fiesta and Mazda 2 in a very competitive market.

We headed up to Motorvogue Bedford to collect our car and were greeted by sales controller Darren Dennison. "Young people love the Ibiza," he told me. "They like its looks and the smartphone connectivity, too."

You can see why younger drivers would love it – our car's white paintjob looks cool and modern, while SEAT's signature light and grille design gives it an edge over its Volkswagen Polo and Skoda Fabia cousins when it comes to sporty styling.

This is the Connect model, which gets Apple CarPlay and sat-nav as standard. The previous Ibiza had its screen stuck in a cheap-looking, dash-mounted cradle, but this updated version offers an integrated

system, which is easy to use and features crisp graphics. It took just seconds to enter the address for our central London offices, then Darren showed us how to sync our phone to the system, and we were away, listening to our music and following the simple instructions that appear in between the instrument dials. Traffic alerts made sure we remained on schedule, too.

The journey back along the motorway, and then through town, gave us the chance to see how this latest Ibiza drives – and it impressed on both counts. It's moderately quiet at speed and feels at home cruising at 70mph. In traffic, the small size means you can nip into gaps when needed, too.

The engine produces just 89bhp, but thanks to an impressive 160Nm of torque at just 1,400rpm, it feels quicker than the stats suggest. It's good for driving in town, although on the motorway, you still need to plan your overtakes carefully. It runs out of puff at higher revs, which can be disappointing when you finally make it out of the traffic jams and on to a quiet B-road.

That said, it's smooth and eager, plus the five-speed gearbox benefits from a slick



"Darren showed us how to sync our phone to infotainment system, and we were away"

**COMPACT**

WITH its small dimensions, Ibiza is perfect for town driving, yet boot provides a decent amount of space

Otis Clay

Essentials**SEAT Ibiza 1.2 TSI Connect**

On fleet since:	December 2015
Price new:	£14,620
Engine:	1.2-litre 4cyl turbo, 89bhp
CO₂/tax:	116g/km/£30
Options:	Blue Pack (£150), Convenience Pack (£230)
Insurance*:	Group: 13 Quote: £462
Mileage/mpg:	2,699/57.6mpg (official)
Any problems?	None so far

*Insurance quote from AA (0800 107 0680) for a 42-year-old living in Banbury, Oxfordshire, with three penalty points.



WE LIKE Large touchscreen makes sat-nav intuitive to use. Plus, Apple CarPlay is available, boosting car's appeal to young drivers. Updated dials look slick



WE DON'T Back doors open wide, but SEAT can't match a Skoda Fabia for space in the rear. And some of the plastics used inside the car feel a little cheap

**Verdict**

THE Ibiza is likely to be a popular addition to our fleet, thanks to its sharp looks, peppery performance and low running costs. It's not as upmarket as a Polo, but the youthful appeal and long list of kit mean the SEAT's the sort of car that lets you downsize without compromise.

**Driving**

WHILE the SEAT features well weighted steering and a composed ride, rivals are more fun

Second opinion

"The 1.2-litre TSI was fitted to a Volkswagen Polo I ran a few years ago, in a more powerful guise, so I'm a big fan. However, it really needs the addition of a six-speed gearbox to unlock some more performance potential, while stop/start functionality would cut the CO₂ emissions further. The current 116g/km figure isn't bad, but it lags behind similar petrol engines now fitted to the Polo, as well as the Ford Fiesta."



James Disdale Road test editor



the £230 Convenience pack that brings useful extras such as automatic lights.

We're looking forward to putting the little SEAT through its paces on our fleet, as it's left such a good first impression. With last month's frozen temperatures and more bad weather guaranteed before winter's out, we just hope we won't have to spend too much time in the cold with a bucket and sponge keeping the white paint clean...

STYLISH
MOTORVOGUE sales controller Darren showed our man round the sharp new exterior; smooth five-speed box has already impressed



action, giving easy access to all the available power. Unfortunately, the Ibiza isn't quite as good to drive as the Fiesta or Mazda, but it's still very composed, just like the Polo it's based on. The steering is well weighted and there's plenty of grip, although it lacks the fun factor of its rivals.

One of the key benefits of the car is its running costs, with road tax setting you back only £30 a year. And while we haven't yet had the chance to run a representative check on fuel consumption, SEAT's claim of 57.6mpg means we shouldn't have to make too many trips to the petrol station.

And then there's the price. At £14,620, the Ibiza looks decent value for a car that packs many desirable features, such as sat-nav, alloys, air-con and a leather-trimmed steering wheel. Oh, and a Samsung Galaxy A3 mobile phone – yes, really. The only glaring omission is a DAB radio.

We've also opted for the £150 Blue Pack that adds coloured accents to the wheels, door mirror housings and grille surround, plus



Essentials

Skoda Octavia Scout 2.0 TDI 4x4

On fleet since: June 2015

Price new: £25,405

Engine: 2.0-litre 4cyl
turbodiesel, 148bhp

CO₂/tax: 125g/km/£110

Options: Metallic paint (£535),
xenons with LED running lights (£970),
chrome window trim (£255), cornering
foglights (£125), double-sided boot floor
(£75), space-saver spare (£100), stainless
steel pedals (£85), Winter Pack (£600)

Insurance*: Group: 19 Quote: £395

Mileage/mpg: 22,856/49.3mpg

Costs: First service (£133)

Any problems? None

*Insurance quote from AA (0800 107 0680) for a
42-year-old in Banbury, Oxon, with three points.



WE LIKE The Octavia Scout's combination of a cavernous boot and a comfortable ride mean it's been used to great effect for plenty of long-distance journeys



WE DON'T There's not much to dislike, although the optional brown paint and standard brown leather inside is an acquired taste

Second opinion

"It was a pleasure to run the Octavia Scout, and it came in handy for holidays and days out thanks to its comfort and big boot. Even better was the minor impact the 4WD had on economy, with a 49.3mpg return during its time with us."



Dean Gibson
Dep. road test editor



Skoda Octavia Scout

FINAL REPORT We've loved driving 4WD estate, but it's time to say goodbye



Otis Clay
Otis_Clay@dennis.co.uk

AE AS I'm approaching the ripe old age of 30, I've found recently that my taste in cars has changed. Whereas before I was attracted by flared wheelarches wrapped around big wheels, and spoilers so large that you could comfortably seat a family of five around them for dinner, they now seem to be less appealing.

Instead, it's the smaller, simpler functions and facets of a car that jump out at me, and it's these minor differences that can make or break the relationship I have with whichever model I happen to be running. My latest ride is our Skoda Octavia Scout, and having swapped from the virtually identical SEAT Leon X-Perience estate, it's no surprise that it's the little things that mark these two models out.

Last spring, we put the X-Perience and Scout head-to-head in a twin test, where the SEAT came out on top. But after living with both for a longer period, I've found the Skoda is more in tune with my needs.

While the Scout is marginally more expensive but with slightly less kit, its

Winning blend of limited off-road ability and comfort appeals



comfort and big boot give it an advantage in my book. Unlike the SEAT, I can load all of my camera gear under the Skoda's load cover without it touching it. Our car's optional £75 double-sided rubber boot mat also means stuff doesn't slide around, and it's easy to keep the load area clean, too.

That comfort is really apparent when the Scout is cruising on the motorway. I travel across the country on a daily basis, and the Scout's smaller wheels compared with the SEAT's really do take the edge off bumps. Colleagues have found that the

Scout is a perfect high-speed cruiser, too, and there's not much of the motorway network the Skoda hasn't covered on its journeys around the UK.

As it continued to rack up the miles, the dashboard flashed up a service warning indicator, so we had it booked into dealer Prestons Garages, Chelmsford, Essex to get it checked over. As well as a clean bill of health, the final bill of £133 proved equally satisfying thanks to its great value.

Since then, the Scout has racked up even more miles as its time with Auto



Running costs
49.3mpg (on test)
£56 fill-up



Practicality
Boot (seats up/down)
610/1,740 litres

There's plenty of room in the rear seats, while black cladding around wheelarches helps to beef up appearance



Verdict

If you're put off by the idea of an SUV, then the Octavia Scout is an excellent alternative. It has bags of room for passengers and luggage, running costs are reasonable, and it's a comfortable car to drive over long distances. We'll miss the Scout, because it really is a great all-rounder.



Fleetwatch



Our car (right) met up with its more powerful big brother, which proved a handful in all but perfect road conditions

Caterham 270S

OUR Caterham recently came face to face with its flagship big brother when we had the new 620S in the office for a few days. Externally, the two models look similar, as they both share the wider SV body and full windscreen with weather protection pack.

However, after a drive in both, road test editor James Disdale concluded that this pair couldn't be more different. With its screaming 310bhp supercharged 2.0-litre engine, the 620S demanded maximum concentration, particularly on anything other than bone dry and billiard table smooth roads. Hit a white line, bump or patch of wet tarmac when accelerating hard and the more powerful car would spin its rear wheels and squirm along the road. It was an exhilarating yet draining experience.

Our 270S isn't nearly as fast, but James preferred the fact that he could safely access far more of its pace for more of the time. Also, our car's controls are far better laid out, particularly the main beam switch that can be operated without taking your hands off the wheel.



Fiat 500X

THE Fiat 500X is one of the most fashionable cars on our fleet, but news reporter Lawrence Allan was more concerned with its practicality on an airport run to Gatwick.

With five adults (and bags) of all shapes and sizes to squeeze in, Lawrence was worried all he'd be able to pack for a sub-zero weekend in Krakow, Poland, was a T-shirt. Thankfully, although the Fiat's boot isn't the biggest in its class, it was just big enough and the wide opening meant it proved easy to load.

Even more surprisingly, there were no complaints over lack of space from his three friends in the back; the only moan regarded the odd positioning and hardness of the headrests, which gave a few neck pains.

Another quirk, which has only just reared its head, is that the DAB radio causes clicking sounds from the front dashboard speakers – yet this doesn't happen with Bluetooth audio. On the plus side, the 500X's comfortable ride, healthy equipment list and punchy petrol engine ensure it remains in demand.

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Volvo XC90
New arrival

Express has drawn to a close. While the lack of snow this winter has ensured we haven't needed to test the limits of its four-wheel-drive ability, the odd icy morning and lots of wet roads mean we've appreciated the added security the system offers.

In some ways, this Scout estate is the perfect flagship for the Octavia range. Its rugged looks and extra equipment mean that it offers something different to the low-profile tyres and bodykit offered by the hot vRS version, and for me, that arguably makes it all the more appealing.

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Prices correct at time of print. Images not to scale. Colours may vary.

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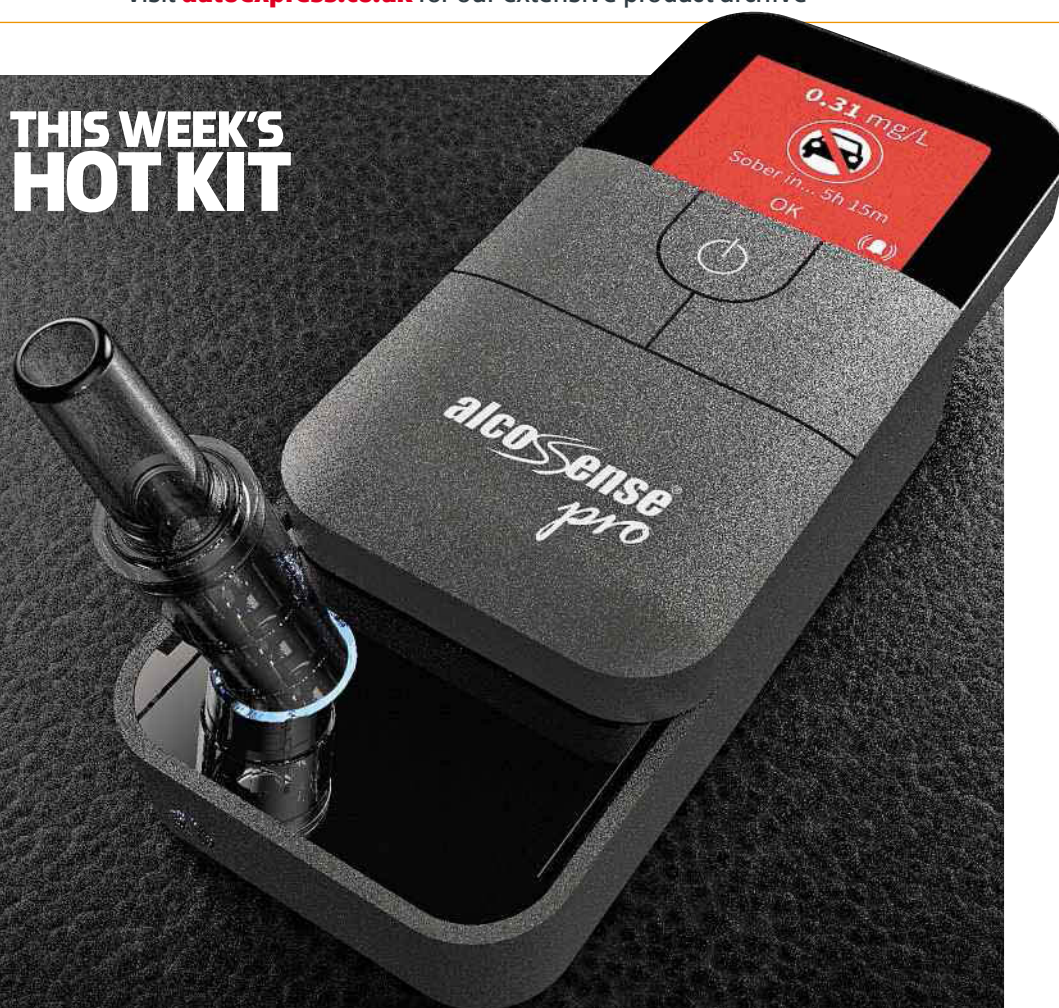
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THIS WEEK'S HOT KIT



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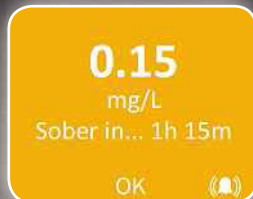
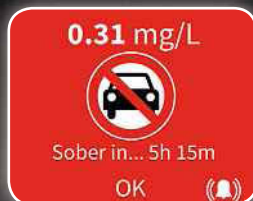
EXACTLY when are you safe to drive again the morning after a night out drinking? There's no real certainty, so investing in a personal breathalyser is one way to be sure.

The sleek Alcosense Pro is handy and simple to use, with a high-spec fuel-cell sensor that gives almost the same accuracy as £13,000 police kit, and comes with five single-use mouthpieces.

The sensor has accounted for a 10 per cent tolerance, to prevent giving an under-reading. It also helps control breath flow, so you don't breathe too hard, too softly or not long enough – all explained on the hi-res colour TFT screen.

If you're over the limit, it'll advise how long to wait until you're sober. But Alcosense stresses you shouldn't keep the device in the car; 'drunk in charge of a motor vehicle' is a serious offence.

Of course, it's better not to drink at all if you know you'll be driving. Yet while this device looks a bit expensive, Auto Express readers can save £20 by using the code AE20 when buying until 10 March.



TEST

Alcosense breathalyser shows your results with advice on when it's safe to get back behind the wheel



**Cat
Dow**

Got a query?

Cat_Dow@dennis.co.uk
@AE_Consumer



Q Avoid pricey map updates

MY sat-nav has been really glitchy recently and needs a map update, but I've discovered that for the same price I can buy a new device altogether. Have you any suggestions?

Jo Briggs, E-mail

A MOST modern sat-navs offer free updates – since January, all Garmin and TomTom devices have come with free lifetime updates for their maps. It may be worth investing in a new model with a longer guarantee and ditching your older, glitchy sat-nav. The TomTom GO 5100 (above) is one of our favourites, at £169.99.

Q App failed for theory test

I'M really disappointed after my son failed his driving theory test. He invested in a practice app and worked hard to pass, but there was a video section he says he knew nothing about. Is there anything we can do?

Fabia King, E-mail

A UNFORTUNATELY, it's your son's responsibility to know what happens in the test, which is all explained on the DVLA website. In Issue 1,381, we trialled theory test apps, and found Driving Test Success the most thorough. It includes practice for the video section, too. Good luck!

Q Will weight affect pressure?

I OFTEN travel with a car load of friends and some heavy equipment. Do I need to adjust my 2011 SEAT Ibiza's tyre pressures to take account of the extra weight?

Robert Gilbert, E-mail

A TYRE pressure stickers show the level of inflation needed for the weight of just one person and for four/five people. Your load is definitely the latter, so you should adjust the pressures accordingly. Failure to do so could result in overheating and premature failures. For a full load, SEAT recommends 30psi (front) and 28psi (rear).

COMPACT BBQ LETS DRIVERS DINE OUT

FIRST TEST

Weber Go-Anywhere (Charcoal) BBQ

Best price: £69.99 Rating: ★★★★★

Contact: 020 3630 1500, www.weber.com

MOST drivers would associate winter days out in the car with a pub or restaurant meal, but barbecue specialist Weber recommends al fresco dining as “the additional moisture in the air helps stop meat from drying out”.

We tested the brand's new Go-Anywhere model on a trip to chilly France. The compact barbecue is up to five times the size of a portable version, with room to cook eight to 10 burgers. Its legs double as lockable arms that secure the double-vented lid and the grilling shelf inside. There's also a glass-reinforced handle, although it adds weight.

A porcelain-enamel coating on the lid and base helps to build the heat quickly. Trouble is, it means it takes longer to cool enough to put back in the car.

There are charcoal and gas versions of the Go-Anywhere, at £69.99 and £99.99 respectively. We used the charcoal version – picking up a bag of the fuel from a French supermarket – plus the £27.99 Weber Original portable two-piece tool set.

We're not sure our burgers were any tastier due to extra moisture in the air, but the Go-Anywhere is good value for self-catering on days out or short breaks in the car. It's also a great winter hand-warmer.

“Porcelain-enamel coating on lid and base helps to build heat quickly”



MEALS ON THE GO

Dining outdoors during days out in the car can be practical with latest Weber barbecue, which folds into small package for storage in the boot

news, deals & events



Mini book ends add style to any room

IF you were inundated with books at Christmas, you can tidy up your library and give it a motoring theme with these cool Mini book ends.

Available from online boutique www.forevercontemporary.com, the blue book ends (above), designed by Susan Bradley, are made from powder-coated steel and measure 11.5cm high by 14cm wide by 12cm deep. They cost £18.40 each.

Holder tidies messy wires on multi-tools

DREMEL has added an EZ Wrap tool holder to its three most popular multi-tools to keep workstations clear from messy cords.

The lightweight holder has a dedicated area for each attachment, and now comes as standard with the company's 3000, 4000 and 4200 multi-tool kits. We rated the 25-piece Dremel 3000 highly for its build quality in our Issue 1,358 group test, and it was our Recommended choice.

With the added holder – which can be wall mounted, too – the kit now costs from £71.99. Log on to www.dremel.co.uk for details.

Classic cars meet up for a big breakfast

THE first Walton Bridge Breakfast Club of the year takes place on Sunday 6 March. This relaxed classic car meeting welcomes models of all ages, from all marques and in any condition to the pretty Surrey town of Walton-on-Thames – a stone's throw away from the famous Brooklands circuit.

Visit facebook.com/waltonbridgebreakfastclub for more information, or E-mail Ash on waltonbridgeclassics@hotmail.co.uk.

Know an event coming soon?
Contact Cat_Dow@dennis.co.uk

NEW PRODUCT

Niko Aroma Diffuser

Price: £39.99 Contact: 0161 257 3524, www.madebyzen.com

DRIVERS who spend hours behind the wheel of their car – whether they're commuting or visiting friends and family at weekends – can not only end up tired, but also be left with dry skin from the air-con. This new portable aroma diffuser from Madebyzen promises to be the answer.

It's small enough to sit in the cup-holder, yet doesn't just keep your car's interior smelling fresh. It can hold a few drops of your favourite fragrance oil to revitalise your senses and wake you up at the wheel. Plus, it acts as a humidifier to bring moisture to the air and refresh your skin.



Cup-holder-sized diffuser squirts fragrance

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TESTER



Dean Gibson
Deputy road test ed

Dean has spent the past three months using the Nextbase dash camera in all weather conditions, day and night

THREE-MONTH TEST

Nextbase 512G In-Car Cam

Price: £179.99

Contact: 020 3195 0877, nextbase.co.uk

AS dash cams continue to gain in popularity in the UK, we tested Nextbase's 512G in a range of light and weather conditions to see how it fared. We had high hopes, as the 512G features a polarising lens to boost image quality, especially at night.

The unit is light, too, although the weight of the lens means it's a little nose-heavy. It clips easily into its mount, which in turn fixes tight to the glass with the windscreen suction mount. We've fitted the camera in a number of cars with different screen angles, but the mount is easy to adjust, and the compact size means it doesn't block the view. The camera works well and the display is clear, while the polarising lens lets you optimise image quality for use in a range of light conditions, even at night.

Hit the record button, and the device automatically saves video in three-minute chunks for easy reference later. There's a separate option to protect any files you want to keep, as while the memory card can store a lot of files, it deletes older footage as it starts to fill. Our memory card held around an hour of footage, covering most regular commutes.

Once on the move, press record and it'll start filming automatically, although as

the light changes, it's worth adjusting the polarising lens to optimise picture quality.

Once you've filled the memory card, the supplied software allows you to review your footage on your computer. It supports PC and Mac, but the files take a long time to upload and the user interface is clunky, with dated-looking fonts used throughout.

As the device stores GPS data, the camera also logs your position and speed, plus your bearing, G-forces, and average and maximum speeds, which is displayed below the video. But again, this can be slow to appear as it downloads. Still, playback picture quality is good, even at night, while the wide-angle camera records a good field of view.

Fortunately, we haven't had to use any of the footage for insurance purposes, but it's good to know you can lock any important files to save later. The only real niggle we've had is that you have to format the memory card frequently if you use the camera every day, although it's easy to do via the menus.

Rating: ★★★★★



TOP QUALITY
It took a while to get on to our Mac, but footage was of a high quality

"The device stores GPS info, as well as speed and bearing"

books, apps & games

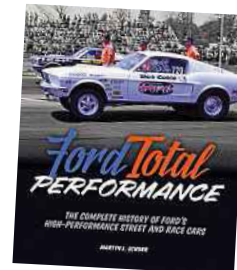


Ford Total Performance

Martyn L. Schorr (Motorbooks, motorbooks.co.uk)

Price: £30 (hardback) Rating: ★★★★★

THE medley of stills, action shots and posters really helps bring to life this story of Ford's performance marques. It's well laid-out, with the chapters running through the sixties year by year, mixing interesting background info with top-level technical know-how. Author Schorr covers the fascinating stories of these legendary high-performance street and race cars with ease and enthusiasm.



Bugatti Type 46 & 50

Barrie Price (Veloce Publishing, www.veloce.co.uk)

Price: £37.50 (hardback) Rating: ★★★★★

UNDERSTOOD best by those with an engineering background, or just massive Bugatti fans, this picture book is a celebration of the stunning Type 46 & 50 model. The introduction by author Price is hard going, though, with heavy technical detail about the various engines, while many images are of poor quality, due to their age. Sales of this reprint will be donated to the Bugatti Trust, although the book still has limited appeal.



Speed Night 3

Available for: Android

Price: Free Rating: ★★★★★

WHILE Speed Night 3 is a fun racer, it lacks the star quality of rival gaming apps. You can personalise controls, although the tilt is incredibly sensitive. 2D graphics look cheap, plus the choice of cars is odd – unmistakably famous models can only be driven with in-app purchases.



App of the week



Rally SatNav

Available for: Android

Price: 72p Rating: ★★★★★

NOVEL as this idea is, it doesn't offer any real navigation value. The aim is to use rally style pace note directions, but it falls down due to the nature of the stop/start, low-speed roads you'd use this on. A gimmicky app that doesn't quite live up to its billing.





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Muc-Off Wheel & Component Brush

Best price: £6 Rating: ★★★★★

Contact: 01202 307790, www.muc-off.com

BEST BUY ALONGSIDE some of the pricier, specialised options, this Muc-Off looks a bit ordinary. But no rival works as well. The handle is great to grip and easy to manoeuvre to tackle different parts of the rim. It's also longer than most to reach the furthest part of the inner rim. Stiff twin loops allow plenty of pressure to be applied. And while it couldn't get through the narrow gap in our wheel, it worked well on the face and bolt holes.



**Auto
EXPRESS**
BEST BUY
2016

ValetPRO Long Reach Wheel Brush

Best price: £10.20 Rating: ★★★★★

Contact: 01323 287980, valetpro.eu

RECOMMENDED THE first of two new brushes from ValetPRO, this Long Reach version starred on the inner rim – easily getting to the far edge and shifting grime fast with that wide loop. Long, chemical-resistant bristles were flexible enough to slip in the narrow gap, too. Wheel bolts were more of a problem and it's awkward to use on the face. The shaft moved in the wooden handle, but it's fairly stiff.



**Auto
EXPRESS**
RECOMMENDED
2016

ValetPRO Chemical Resistant Brush

Best price: £8.99 Rating: ★★★★★

Contact: 01323 287980, valetpro.eu

RECOMMENDED JUST like its stablemate, this is designed to be used with the toughest wheel cleaners. It was certainly best at working the cleaner into the face of the wheel. It easily slipped into the narrow gap and starred on the bolt holes. The longish handle and narrow design meant it could reach the rear of the rim, but cleaning was tricky using the edge of the bristles. Buy with the Long Reach brush for a brilliant combination.



**Auto
EXPRESS**
RECOMMENDED
2016

Kent Grill Spoke Brush

Best price: £2.42 Rating: ★★★

Contact: 0845 602 1995, www.carcare.co.uk

BEHIND our top three the results were close, but Kent's Grill Spoke Brush was the best of the rest. It's been around for a while – it claims that it's for wire wheels. It works well on alloys, too, with the long, flexible bristles slipping into narrow gaps. At over 30cm long, it easily reached the inner rim, readily folding between caliper and wheel. Once there, though, the shaft bends too easily to apply much pressure, despite the comfortable handle.



AE Kim Adams

A PRESSURE washer and decent wheel cleaner will shift much of the grime from your alloys, but inevitably some stubborn spots will remain.

The best option is a brush, as it can reach the places that a mitt or sponge cannot, plus it will allow you to apply more pressure on those hard-to-shift dots of baked-on brake dust. Some products can also get to the back of the rim and the spokes, and ensure you're not storing up problems in the future behind a sparkling outer face.

These days, there's a wide range of wheel brushes on the market, and all are a better bet than an old paintbrush with its metal collar, which can all too easily damage the lacquer on your rims. So which is the one that scrubs up best? We got down and dirty with eight to find out.

How we tested them



A WIRE brush would shift the grime, but also take the lacquer and paint with it. So wheel brushes have to be tough enough to lift off the dirt, yet not so aggressive that they damage the finish.

We tried our brushes on a scrap panel to see whether paint could be damaged, before tackling our test rims (above), which were deep with wide and narrow gaps. We tested them on the outer face, in slim slots and wheel bolt holes, plus on the inner rim. They also needed to slip between brake caliper and rim.

Build quality and comfort were rated, before we factored in price from a range of online sources as we went to press.

Auto
EXPRESS

Verdict

MUC-Off hangs on to its crown with the Wheel & Component Brush, which remains the best one-stop solution. ValetPRO's Long Reach brush is great for reaching the inner rims of your alloy wheels, and secures the runner-up spot. Completing our podium places is the other new product from ValetPRO, which stars where its stablemate struggles. These brushes will work together brilliantly.

1. Muc-Off Wheel & Component Brush
2. ValetPRO Long Reach Wheel Brush
3. ValetPRO Chemical Resistant Brush

WHEEL BRUSHES

Scrub grime from your alloys as we test eight top buys

PRODUCT GROUP TEST 10 | 2 | 2016

Every week, we extensively test all the latest car kit from tyres to trim cleaners. Log on to www.autoexpress.co.uk to look through our huge online test archive.

Sakura Wheel Brush

Best price: £1.99 Rating: ★★ ★

Contact: 01488 689400, www.saxon-shop.com

BRUSHES don't come much more basic, and while it'll be enough for some people, there are compromises. The hard plastic handle is tough on fingers and the bristles short. It couldn't get in the narrow gap, struggled with the bolt holes and needed working on the face. But the twin loops of twisted wire were stiff, allowing lots of force to be applied.



Wheel Woolies

Best price: £36 Rating: ★★ ★

Contact: 01467 631201, www.polishedbliss.co.uk

AGAINST brushes costing under a tenner, these £36 US imports were always going to struggle – even with three in the pack. The microfibre heads of varying length and density cover most nooks and crannies. Plus, they are ultra-gentle and have long, wooden handles. If you really care about your alloys, these are worth checking out.



Halfords Microfibre Alloy Wheel Brush

Best price: £5.99 Rating: ★★ ★

Contact: 0845 057 9000, www.halfords.com

THIS Halfords brush has a rigid shaft with a microfibre cover of noodles on one side and mesh on the other. But the pack says not to apply too much pressure. Its length makes it great for working the inner rim, yet it's too rigid to squeeze past the caliper or into narrow slots. Best to use with another brush.



Microfiber Madness Incredibrush

Best price: £30 Rating: ★★ ★

Contact: 01467 631201, www.polishedbliss.co.uk

"HAND-crafted" in Germany, this is a bit of a one-trick pony: it cleans inner wheel rims very well. A central foam core soaks up water, which is released to lift grime without scratching. But it failed to get into bolt holes or the narrow gap. Like the Halfords, it would work best alongside another brush.



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Vauxhall Adam

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**90th
PLACE**

2015 Results Adam Factfile

Years: 2012 to present **CO₂:** 114g/km
Fuel economy: 576mpg (1.0T Jam)
Best features: USB and Bluetooth, OnStar concierge service, heated seats, cruise control

Prices: From £6,000

OVERALL SCORE Bars show where model finished out of 200 cars in our 2015 survey. The lower the rating the better
87.87%

	200	150	100	50	1
RELIABILITY					110
BUILD QUALITY					68
RUNNING COSTS					103
PERFORMANCE					167
ROAD HANDLING					84
RIDE QUALITY					58
EASE OF DRIVING					63
SEAT COMFORT					109
PRACTICALITY					179
IN-CAR TECH					13

GOOD

"A SMART-looking car that's very nippy and ideal for city driving and commuting."

"I love the Adam's plush cabin, dinky dimensions and head-turning looks."

"It comes with a lot of kit as standard, like DAB radio and alloy wheels."

"A comfortable car to drive; it's also surprisingly spacious in the front."

"My dealership and service experiences with Vauxhall have been faultless."

"The Adam is a very easy car to park, even in tight spaces that I wouldn't have previously attempted."

NOT SO GOOD

"THE exhaust can get quite loud and antisocial. I had to have mine repaired."

"There's no CD player, which is rather disappointing."

"The 1.2-litre engine feels somewhat sluggish on motorways; overtaking needs to be planned, too."

"Five-speed models could use a sixth gear like the rest of the range."

"Paint quality could be a lot better. My car arrived with ugly swirls around the bodywork."

"The interior lets in a lot of road noise at higher speeds and has a few rattles."



How do you rate your car?
Tell us what you think
www.autoexpress.co.uk/driverpower

Q Reject Auris over lights?

THE headlamps on my Toyota Auris don't light up the sides of dark back roads. I've replaced the bulbs once, and now I'm starting to get fed up with it. Is it possible to reject the car as it's not fit for purpose?

Eddie Pobiega, E-mail

A *ALTHOUGH other Auris owners have also made complaints about the headlamps, it's not a good enough reason to reject the car. The Toyota has, after all, passed all of the relevant safety and type approval tests to be sold in the UK, and remains fit for purpose.*

Q Insurance group confusion

I'VE recently been checking insurance prices before I buy my first car, and I've been given a quote for a Group 33 model that's lower than for a Group 21 car. Why is this?

David Lawrence, E-mail

A *AS well as personal details, insurers take into account how expensive vehicles are to repair. A car may be in a low insurance group due to a small engine, but if it has lots of options and high-quality materials that are pricey to fix, it may cost a lot to insure.*

Q Fiesta mileage mystery

AFTER a recent breakdown that ended up with an unscheduled visit to the local garage, the mileage on my 2008 Ford Fiesta has gone up by 49,000. How has this happened, and what can I do?

John Brown, E-mail

A *SOMETIMES when batteries and other electronics are disconnected and tested, they can end up distorting the odometer. Get in touch with Ford and present it with your Fiesta's MoT and service records, then ask it to correct your mileage.*

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NEED TO KNOW

All manual Civics come with stop/start, although automatic models dispense with this fuel-saving technology.

NEED TO KNOW

Squeaky brakes are far from unusual, especially at the rear. Dealers claim this is just one of those things.

BUYER'S GUIDE: Honda Civic Mk9

FROM £7,000 Sharp-looking hatchback is a practical, reliable family car

AE Richard Dredge

ACROSS Europe, more people buy a small family car than any other type of model, and competition in this market is fierce as makers try to come up with cars that can take on the biggest sellers.

For many years, Honda's contender in this class has been the Civic, and it's always been promising on paper, as it has all the usual Honda characteristics that add up to a car that's incredibly easy to own. Sadly, unless you're considering the hot Type R – which is one of the best drivers' cars on sale – the Civic isn't as involving as some rivals. But if you're looking for reliable, practical family transport, few cars fit the bill as well.

History

THE Civic Mk9 hit UK showrooms in June 2012 with 1.4 or 1.8-litre petrol engines or a 2.2-litre diesel. There was a five-door hatch only (the Mk8 had also been offered as a three-door), but in February 2014 a Tourer estate was introduced. This came with 1.8 petrol or 1.6-litre diesel engines, the latter

having been introduced in the hatch a year earlier. The Civic 1.8 Ti of September 2012 was limited to 1,000 examples, with sportier details inside and out. A facelift to the range in spring 2014 brought fresh styling, extra kit and a revised trim structure (now S, SE Plus, Sport, SR and EX Plus), but it was only in July 2015 that we finally got a new Civic Type R, with 306bhp, starting at £29,995.

Which one?

NONE of the engines is weak, but the 1.4 petrol isn't as muscular as the three alternatives. In the real world, it's no more frugal than the 1.8 manual; while the 1.8 auto is fine to use, it's less economical.

At launch there were SE, ES, EX and EX GT trim levels. SE has climate control, 16-inch alloys and a touchscreen display. ES adds Bluetooth, cruise control, dual-zone climate control, a rear parking camera, automatic lights and wipers, plus electric rear windows.

The EX features leather trim, heated front seats, sat-nav and upgraded hi-fi, while the EX GT also gets a panoramic glass roof, front

and rear parking sensors, xenon lights and 17-inch alloys, plus the option of adaptive cruise control with auto emergency braking.

Alternatives

BUYERS are spoiled for choice in this class. The Volkswagen Golf is the consummate all-rounder with its refinement, great build quality, strong image and engaging driving experience. Volvo's V40 looks smart and is incredibly safe, but compromises practicality.

Most fun to drive is the Ford Focus, which also majors on value, while reliability and practicality are strong suits, too. If you want the most car for your money, check out the Vauxhall Astra; it comes with plenty of kit as standard (if you avoid the entry-level models), but it's no class leader in any area.

Don't overlook the Mazda 3, either, as it looks great, is entertaining to drive, reliable

and generally well equipped, while it features some cracking engines as well.

Verdict

THERE are plenty of good reasons to buy a Civic, not least because it's built in Britain, at Honda's Swindon plant in Wiltshire.

Reliability is also everything you'd expect from a brand consistently rated for making the most dependable cars on the road. Throw in class-leading practicality, efficient engines plus sharp looks, and it appeals even more.

We ran a Tourer 1.6 i-DTEC for six months and found it brilliantly practical, frugal and utterly reliable; the only downside was that the front seats didn't offer enough support.

Whether you're buying a hatch or estate, you get the same attributes, and while the Civic isn't the cheapest car in its class, what price can you put on peace of mind?

"Reliability is everything you'd expect from a brand that makes the most dependable cars on the road"



NEED TO KNOW

The spring 2014 refresh updated the steering and suspension settings, but the difference is marginal.



Thanks to Imperial Car Supermarkets in Hampshire for the loan of the Civic pictured.

Contact 023 8098 6917

imperialcarsupermarkets.co.uk

Wipers

THE automatic wipers can refuse to work properly. It can help if you disconnect the battery, replace the sensor or update the software.



Tom Wood

Shutlines

SOME owners have reported that the shutlines on their cars aren't as even as you might expect, especially those for the tailgate



Wash cap

THE windscreen washer reservoir filler cap isn't retained and is often dropped down into the engine bay, where it gets stuck. See if it's there.



Paintwork

THE paint tends to be quite soft, and as a result it chips and scratches easily. Check the nose, roof, bonnet and door mirrors for signs of damage.



Performance

0-62mph/top speed
9.6 seconds/134mph



Running costs

46-48mpg (1.8)
£50 fill-up



CO₂/tax

137-145g/km
£130-£145



How much?

	15 2015	14 2014	63 2013	62 2013	12 2012
Model					
1.4 SE	N/A	£9,850	£8,995	£8,195	£7,195
1.8 i-VTEC ES	N/A	£10,595	£9,795	£8,875	N/A
1.8 i-VTEC EX	N/A	£12,995	£11,950	£10,795	£9,475
1.8 i-VTEC Black Edition	£14,850	£12,650	£11,595	N/A	N/A
1.6 i-DTEC Black Edition	£15,895	£13,500	£12,395	N/A	N/A
2.2 i-DTEC ES	N/A	£12,550	£11,550	£10,395	£8,995
2.2 i-DTEC EX	N/A	£14,295	£13,150	£11,850	£10,395

YOU'LL need at least £7,000 if you want a Civic Mk9. This buys a 100,000-mile 12-reg 2.2 i-DTEC ES, while £10,000 secures a 30,000-mile 2.2 i-DTEC SE on a 2012 62-plate.

There are marginally more petrol models available than diesels. But autos account for about 10 per cent of Civics; these cost from £9,000 for a 50,000-mile 2012 (62-reg) 1.8 i-VTEC SE. Tourer estates make up around one in 10 of the cars available, and start at £12,000 for a 25,000-mile 14-plate 1.6 i-DTEC. Type Rs cost £28,000-£33,000.

Running costs

		Fuel economy	CO ₂ emissions	Annual road tax
Model				
1.4	5-8	52mpg	129g/km	£110
1.8	13-17	46-48mpg	137-145g/km	£130-£145
1.8 auto	13-17	44mpg	148-150g/km	£145
2.0 Type R	33	38mpg	170g/km	£205
1.6 i-DTEC	15-16	78mpg	94g/km	£0
2.2 i-DTEC	18-20	64-67mpg	110-115g/km	£20-£30

ALL Civics come with a three-year/90,000-mile warranty, and need a service every 12 months or 12,500 miles. Honda dealers offer fixed-price maintenance, with the first three check-ups costing £195, £265 and £245 for petrol cars and £215, £285 and £265 for diesels. But CVT autos add a £75 premium; Type Rs cost £100 more.

Once a Civic reaches its third birthday, it's eligible for cut-price maintenance, with a minor service pegged at £155 and a major one £255 for petrol models (£175 and £275 for diesels). There are no cambelts to worry about, but fresh brake fluid is needed every three years, at £50.

Partwatch

	Dealer price	Independent price
Part		
Front brake pads (axle set)	£61.32	£26.99
Front brake discs (pair)	£172.20	£68.98
Door mirror glass (electric)	£34.60	£14.94*
Front wiper set	£24.53	£20.68

Prices for a 2013 Civic 1.8. Dealer figures from Startins Honda Worcester (www.startin-honda.co.uk). Independent prices from www.eurocarparts.com. *Price from www.carwingmirrors.co.uk.

Recalls

THE Civic Mk9 has been the subject of just the one recall so far, which was issued in November 2012. It affected some diesel-engined examples built up to September 2012, but just 244 cars were caught up in the campaign.

The problem related to incorrect software, which allowed the car to be started in gear with the clutch not depressed. The solution was to reprogramme the electronic control unit (ECU) – or to ensure the car was out of gear when the engine was started.



Interior

THE Civic's cabin is as avant-garde as its exterior; even though the futuristic dash is rather busy, it works well. The trump card is the cinema-style rear seat which offers greater practicality than any class rival, plus the huge 477-litre boot that expands to 1,378 litres with the seatbacks folded.

Contacts

Official
www.honda.co.uk/car

Forums
www.civicforums.com
www.civicinfo.com
www.clubcivic.com
www.hondacivicforum.com

Auto EXPRESS DRIVER POWER
www.autoexpress.co.uk/driverpower

OUR VIEW

THE latest Civic made its debut in our Driver Power satisfaction survey last year, finishing 41st. Owners rated its practicality and running costs highly (it ranked 23rd in both categories), plus its reliability (45th) and in-car tech (58th). But driving dynamics let the car down; it came 125th for performance, 121st for handling and 103rd for ride quality.

YOUR VIEW

COLIN Purfleet from Guildford, Surrey, owns a 2013 Civic 1.8. "I find the car comfortable, economical and it's been absolutely reliable, while the dealer is excellent, too," he told us. "It can carry large loads, but rear visibility is poor and I wish the dash was more conventional – although you get used to it."

Car hunter

£10,000 to spend on a reliable family car

Dear Lawrence, I'm after a practical new family car. I'm not interested in flashy gadgets; I just want something dependable. What should I buy for £10k?

Greg Collins, E-mail

Contact: Lawrence_Allan@dennis.co.uk



CARS

THE RELIABLE CHOICE



Toyota Auris

FOR: Top-notch reliability, cheap to own
AGAINST: Cabin plastics, average to drive

TOYOTA'S Auris has always flown under the radar, but that doesn't mean it's below average. Owners rated its bulletproof build quality highly in our Driver Power survey, and equipment is generous. Yet while it's decent to drive, the Auris is far from involving.

It's not the most stylish choice, either, and inside, the square dashboard and dull plastics don't help its appeal. In the classifieds, we found a 2013 1.6-litre petrol Icon model with just 14,000 miles for £9,000.

THE WORRY-FREE CHOICE



Kia Cee'd

FOR: Good looks, decent to drive, warranty
AGAINST: Ride a bit firm, not that efficient

THE Kia Cee'd quickly went from the underdog to one of the best-value cars in its class. The latest version gets stylish looks and a classy cabin, but it's not all form over function; the Cee'd is spacious and well made, plus top models have impressive equipment.

It's also good to drive, even if the ride can be a bit firm on some trims. The petrol engines aren't that eco-friendly, however. A 13-plate 1.6 petrol '2' with 27,000 miles on the clock can be yours for £9,200.

THE SPACIOUS CHOICE



Skoda Octavia

FOR: Great space, comfortable, solid cabin
AGAINST: Dull to look at inside and out

WITH its rather square, boxy shape, the Skoda Octavia won't attract many admiring glances, but the styling does mean masses of interior space.

The cabin is simple to use and kit is decent, while it's also comfortable and refined wherever you're sitting. The petrol engines are efficient and punchy, plus they're unaffected by the VW Group emissions scandal. Our search unearthed a 13-plate 1.2 TSI SE hatchback with 12,000 miles for £9,590.

INTERIOR



TOYOTA'S cabin is a weak spot. Everything works and build quality is mostly solid, but it looks very bland and feels a bit cheap. It's the least practical choice, with just a 350-litre boot, although two adults will fit in the back.



INSIDE, the Kia looks upmarket, with everything well placed and easy to use. There's decent equipment, even on base models, while leg and headroom are generous and the 380-litre load bay is well shaped.



THE Skoda lacks some of the Kia's classy interior touches, but it feels very solid and the layout is the most intuitive here. There's plenty of space in the back, too, while the 590-litre boot easily trumps its rivals' for practicality.

RELIABILITY



THE Auris finished in 45th place in our Driver Power 2015 satisfaction survey. That's not bad, but is the worst result here, with owners criticising the car's practicality and performance. However, the reliability rating is excellent.



IN Driver Power 2015, the Cee'd finished an admirable 38th, having ranked in an impressive 10th place the year before. Plus Kia's industry-leading seven-year warranty is transferable to any future owners.



AS with most Skodas, the Octavia has an incredibly strong record in Driver Power, as owners love their cars; last year, it finished in an impressive 11th place. With such pedigree, you're unlikely to encounter any issues.



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Firm favourites

Class-leading hatches are still fine choices second-hand. But which is the better buy?



TSI engine gives Golf lots of punch. Dash is logical and sturdy



VW Golf

57.6mpg (official)
£51 fill-up



Golf 1.2 TSI S 5dr

Years: 2013 to date **Engine:** 1.2-litre 4cyl, 104bhp

Insurance group: 11 **Econ/CO₂:** 58mpg/114g/km

Why? Classy Golf gets frugal downsized turbo petrol, and economical engine doesn't feel underpowered.

Prices from: **£8,467**

THE Volkswagen Golf's image has taken a bit of a hit from the diesel emissions scandal, but the latest hatch is still a strong buy, especially with the punchy 1.2-litre TSI petrol engine.

It's not as instantly powerful as the Ford, but offers smooth performance. The Golf is also more economical, both on paper and in the real-world, and is more refined than the Focus, with much less engine noise, plus a quiet and comfortable ride.

Strong residuals mean the VW isn't the cheapest car to buy, however, especially if you want a decent level of kit. The entry S trails here, even if it does have Bluetooth and air-con, but you get what you pay for, with much better build quality than in the Ford, and a solid, logical dash. There's more passenger space, too, and the VW has a far bigger boot.

The Mk7 Golf finished in 30th place in our Driver Power 2015 satisfaction survey; the only things letting it down were reliability and seat comfort, although both still rated in the top 100.



Volkswagen has the edge here on boot and passenger space, plus it scores on refinement

1 Volkswagen Golf ★★★★★☆

IT'S a narrow victory, but the Golf has the edge due to its practicality, refinement and efficiency. While it's not as much fun to drive, it's worth the extra for its reliability.



Focus isn't quite as comfortable, but the Zetec has lots of kit



Ford Focus

56.5mpg (official)
£56 fill-up

Focus EcoBoost 1.0 Zetec

Years: 2012 to date **Engine:** 1.0-litre 3cyl, 123bhp

Insurance group: 14 **Econ/CO₂:** 56mpg/114g/km

Why? Sharp-looking and agile Focus package is at its best in punchy EcoBoost petrol form.

Prices from: **£7,350**



Cramped load area really lets the Focus down, although it's a more thrilling car to drive

2 Ford Focus ★★★★★☆

THE Focus is outclassed in a few areas, namely quietness, space and build quality, but the agile handling and characterful engine still give lots of appeal. It's got loads of kit in Zetec spec, too.

FORD'S award-winning EcoBoost petrol engine was an instant hit in the Fiesta, so made its way to the larger Focus in 2012. Its lightweight three-cylinder design might sound far too small for a car of this size, but the 123bhp output and strong torque mean it feels gutsy and flexible.

It also sounds great, even if it's noisier and vibrates more than the Golf's TSI. Unfortunately, it never quite delivered on its claimed fuel efficiency, with owners reporting around 40mpg as a realistic driving figure. The Focus' trump card was always the agile handling, and it's far more nimble and fun to drive than the Golf, although the ride is slightly less comfortable.

Inside, its finish isn't as impressive as the VW's, and the dash layout is fiddly, but there's far more kit on offer in Zetec form. The passenger space is almost on a par, too, but its 316-litre boot is one of the smallest in this class.

The Focus finished a reasonable 65th in Driver Power 2015, although it was criticised by owners for its poor build quality and finish.

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HOW OUR GUIDE WORKS

PERFORMANCE: This is the manufacturer's claimed acceleration time for a car, and is measured from 0-60mph or 0-62mph (0-100kph), in seconds.

ECONOMY AND EMISSIONS: The combined cycle economy and emissions figures in miles per gallon and grams per kilometre of CO₂. Figures are recorded in regulated tests, but may not be representative of actual efficiency in everyday driving.

INSURANCE: Group rating as quoted by the Association of British Insurers.

WARRANTY: By each manufacturer's name is the basic warranty period in months for mechanicals, corrosion and paintwork.

LIST PRICE: This is the on-the-road figure and includes VAT, delivery to dealer, 12 months' road tax, number plates and the first registration fee. Electric cars include the Government's Plug-in Car Grant.

Spotted an error? Email: dean_gibson@dennis.co.uk

WILL IT FIT? Is your garage big enough? Our measurements show the length and width of each model, but remember estate and performance variants may be bigger.

DRIVER POWER POSITION: Auto Express's survey canvasses results from tens of thousands of motorists. Models are rated by drivers, then ranked against others on sale in the UK from one to 100. The lower the number, the higher the score.

ECO BAND: New cars fall into 13 CO₂ bands from A-M. Our guide shows which eco bracket each vehicle is in and how much road tax you pay in the first year and each subsequent year. However, we advise you to double check a specific model's rating.

BAND A: Up to 100g/km CO₂ (road tax exempt)
BAND B: 101-110g/km CO₂ (exempt/E20)
BAND C: 111-120g/km CO₂ (exempt/E30)
BAND D: 121-130g/km CO₂ (exempt/E110)
BAND E: 131-140g/km CO₂ (E130/E130)
BAND F: 141-150g/km CO₂ (E145/E145)

BAND G: 151-165g/km CO₂ (E180/E180)
BAND H: 166-175g/km CO₂ (E295/E205)
BAND I: 176-185g/km CO₂ (E350/E225)
BAND J: 186-200g/km CO₂ (E490/E265)
BAND K: 201-225g/km CO₂ (E640/E290)
BAND L: 226-255g/km CO₂ (E870/E490)
BAND M: Over 255g/km CO₂ (E1100/E505)

EURO NCAP RATING: At the start of each model range is the official Euro NCAP crash test safety rating (if available). The maximum score for a vehicle is five.

CONTACT DETAILS: We've listed the manufacturer's website and brochure hot-line, and also show how many franchised UK dealers there are for each marque.

ABARTH

www.abarthcarsuk.com / Brochure: 0800 2227 8400 / Dealers: 25
Warranty: 3 years/60000 miles

595 - 3657x1627mm, EURO-NCAP N/A

DRIVER POWER POS: 87th

1.4 T-Jet (140) 595 Custom	F	43.5	7.9	150	26	£14610
1.4 T-Jet (140) 595 Trofeo	E	47.1	7.9	139	26	£15150
1.4 T-Jet (160) 595 Turismo	G	43.5	7.4	155	28	£18040
1.4 T-Jet (160) 595 Yamaha Edition	G	43.5	7.4	155	28	£17420
1.4 T-Jet (180) 595 Competizione	E	47.1	6.8	139	34	£19890
1.4 T-Jet (190) 695 Biposto	G	43.5	5.9	155	37	£33055
1.4 T-Jet (190) 695 Biposto Record	G	43.5	5.9	155	37	£36610

595C: add £2000 (not Trofeo/Yamaha Edition), auto: add £1300 (not Trofeo/Yamaha Edition/Biposto)

ALFA ROMEO

www.alfaromeo.co.uk / Brochure: 08000 2532 0000 / Dealers: 46
Warranty: 3 years/unlimited miles

MiTo - 4063x1720mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 155th

1.3 JTDm-2 (85) Progression	A	80.7	12.9	90	11	£14405
1.3 JTDm-2 (85) Junior	A	80.7	12.9	90	11	£15505
1.3 JTDm-2 (85) Distinctive	A	80.7	12.9	90	11	£16745
1.6 JTDm-2 (120) Distinctive	C	65.7	9.9	112	19	£17910
0.9T TwinAir (105) Progression	A	67.2	11.4	99	13	£13860
0.9T TwinAir (105) Junior	A	67.2	11.4	99	13	£14960
0.9T TwinAir (105) Distinctive	A	67.2	11.4	99	13	£16160
1.4 TB MultiAir (78) Progression	D	50.4	13.0	130	9	£12760
1.4 TB MultiAir (140) TCT D'cive	D	52.3	8.1	124	22	£17710
1.4 TB M'Air (170) Q'oglio Verde	D	52.3	7.3	124	27	£20300

QV Line: add £750 to Distinctive (not 1.3 JTDm-2)

Giulietta - 4351x1798mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 69th

1.6 JTDm-2 (105) Business	B	70.6	11.3	104	18	£19080
1.6 JTDm-2 (105) Progression	B	70.6	11.3	104	18	£19500
1.6 JTDm-2 (105) Distinctive	B	70.6	11.3	104	18	£20750
2.0 JTDm-2 (150) Business	B	67.3	8.8	110	23	£20380
2.0 JTDm-2 (150) Distinctive	B	67.3	8.8	110	23	£21930
1.4 TB (120) Progression	F	44.1	9.4	148	17	£18450
1.4 TB (120) Distinctive	F	44.1	9.4	148	16	£19700
1.4 TB MultiAir (150) Sprint	E	49.6	8.2	131	20	£20700
1.4 TB MultiAir (170) TCT Business	C	55.4	7.6	119	23	£20900
1.4 TB MultiAir (170) Distinctive	E	49.6	7.6	131	23	£21200
1.75T (240) TCT Q'oglio Verde	G	40.4	6.0	162	25	£28330

Exclusive: add £1750 to Distinctive, QV Line: add £3500 to Distinctive, auto: add £2160 to 2.0 JTDm-2, £1295 to 1.4 TB (170)

4C - 3989x2090mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

1.75T TCT 4C	G	41.5	4.5	157	N/A	£51500
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4C Spider: add £8000

ALPINA

www.bmwalpina.co.uk / Brochure: 0115 934 1414 / Dealers: 18
Warranty: 2 years/unlimited miles

D3 - 4628x1811mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D3 Bi-Turbo 4dr	E	53.3	4.6	139	50	£46950
3.0 auto D3 Bi-Turbo Touring	F	52.3	4.6	142	50	£49950

B3 - 4628x1811mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B3 Bi-Turbo 4dr	I	37.2	4.2	177	49	£54955
3.0 auto B3 Bi-Turbo Touring	I	36.7	4.3	179	49	£56955

D5 - 4913x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D5 Bi-Turbo 4dr	G	47.9	5.1	155	47	£56950
3.0 auto D5 Bi-Turbo Touring	G	45.6	5.3	163	47	£59950

B5 - 4905-4913x1860mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B5 Bi-Turbo 4dr	L	26.9	4.5	244	N/A	£75150
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XD3 - 4651x1901mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto XD3 Bi-Turbo	H	42.8	4.9	174	50	£56450
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D4 - 4640x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto D4 Bi-Turbo Coupe	E	53.3	4.6	139	49	£50950
3.0 auto D4 Bi-Turbo Convertible	G	47.9	5.0	156	49	£54950

B4 - 4640x1825mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 auto B4 Bi-Turbo Coupe	I	37.2	4.2	177	49	£58955
3.0 auto B4 Bi-Turbo Convertible	J	35.3	4.5	186	49	£62955

B6 - 4894x1894mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.4 V8 auto B6 Bi-Turbo Coupe	K	30.1	4.3	219	50	£92850
4.4 V8 auto B6 Bi-Turbo Conv	K	29.4	4.4	224	50	£97850

ARIEL

www.arielmotor.co.uk / Brochure: 01460 78817 / Dealers: 1
Warranty: 3 years/unlimited miles

Atom - 3410x1798mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.0 i-VTEC Atom 3.5 245	N/A	3.3	N/A	N/A	£30596
2.0 i-VTEC Atom 3.5 310	N/A	2.7	N/A	N/A	£35812
2.0 i-VTEC S/C Atom 3.5R	N/A	2.6	N/A	N/A	£64800

Nomad - 3215x1850mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

2.4 i-VTEC Nomad	N/A	3.4	N/A	N/A	£33000
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ASTON MARTIN

www.astonmartin.com / Brochure: 01926 644644 / Dealers: 22
Warranty: 3 years/unlimited miles

Rapide S - 5020x2140mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Rapide S	M	19.9	4.9	332	50	£150299
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Vantage - 4380-4385x1865mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

4.7 V8 Vantage	M	20.5	4.8	321	50	£87344
4.7 V8 Vantage N430	M	20.5	4.8	321	50	£92344
4.7 V8 Vantage S	M	20.5	4.5	321	50	£97344
6.0 V12 auto Vantage S	M	17.3	3.7	388	50	£139155

Auto: add £9500, Vantage Roadster: add £9000 (not N430)

DB9 - 4720x1875mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe GT	M	19.8	4.5	333	50	£140887
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Vanquish - 4728x1912mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

6.0 V12 auto Coupe	M	22.1	3.6	298	50	£194150
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Vanquish Volante: add £12000

AUDI

www.audi.co.uk / Brochure: 0800 699 888 / Dealers: 121
Warranty: 3 years/60000 miles

A1 - 3954x1740mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 152nd

1.0 TFSI (95) SE 3dr	A	60.0	10.9	99	15	£14530
1.0 TFSI (95) Sport 3dr	A	60.0	10.9	99	15	£16505
1.6 TDI (116) SE 3dr	A	80.7	9.4	92	19	£15605
1.4 TFSI (125) Sport 3dr	C	57.6	8.8	115	21	£16905
1.6 TDI (116) Sport 3dr	A	80.7	9.4	92	19	£17580
1.4 TFSI (125) S line 3dr	C	56.5	8.8	117	21	£18900
1.4 TFSI CoD (150) S line 3dr	C	58.9	7.8	112	25	£19695
1.6 TDI (116) S line 3dr	A	80.7	9.4	93	19	£19575
2.0 TFSI (231) S1 3dr	G	40.4	5.8	162	33	£25595

S tronic auto: add £1540, A1 Sportback: add £620, S1 Sportback: add £730

A3 - 4237x1777mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 27th

1.2 TFSI (110) SE 3dr	C	57.6	9.9	114	14	£18865
1.4 TFSI (125) SE 3dr	C	54.3	9.3	120	16	£20165
1.4 TFSI (150) CoD SE 3dr	B	60.1	8.3	109	16	£21015
1.6 TDI (110) ultra SE 3dr	A	83.1	10.5	89	18	£21115
2.0 TDI (150) SE 3dr	B	68.9	8.6	106	21	£22465
1.6 TDI (110) Sport Nav 3dr	A	74.3	10.7	99	15	£22515
2.0 TDI (150) Sport Nav 3dr	B	68.9	8.6	106	21	£23865
2.0 TDI (184) Sport Nav 3dr	B	68.9	7.3	108	27	£25135
2.0 TFSI (300) quattro S3 Nav 3dr	G	40.4	5.2	162	36	£31230
2.5 TFSI (367) quattro RS3 Spk 3dr	J	34.8	4.3	189	40	£40795
1.4 TFSI (204) e-tron Sportback Sdr	A	176.6	7.6	37	29	£30690

S tronic auto: add £1480 to 1.2 TFSI, 1.4 TFSI, 1.6 TDI, 2.0 TDI, S3, add £2910 to 2.0 TDI (184), quattro: add £1430 to 1.6 TDI (not 3dr) and 2.0 TDI (150), £2910 to 2.0 TDI (184) S tronic, A3 Sportback: add £620, A3 Saloon: add £1545, A3 Cabriolet: add £5360 (selected models), SE Technik: add £750 to SE diesel, Sport Nav: add £1225 to SE, S line: add £2150 to Sport

A4 - 4726x1842mm, EURO-NCAP ★★★★★
DRIVER POWER POS: N/A

1.4 TFSI (150) SE	D	54.3	8.7	126	19	£25900
2.0 TFSI (190) SE	D	51.4	7.2	127	25	£27700
2.0 TDI ultra (150) SE	A	74.3	8.9	99	19	£29150
1.4 TFSI (150) Sport	D	54.3	8.7	126	20	£26850
2.0 TFSI (190) Sport	D	51.4	7.2	127	26	£28650
2.0 TDI ultra (150) Sport	A	74.3	8.9	99	20	£30100
2.0 TDI ultra (190) Sport	B	72.4	7.7	102	24	£31000
3.0 V6 TDI (218) S tronic Sport	B	67.3	6.6	109	27	£34250
3.0 V6 TDI (272) S tronic S line	E	55.4	5.3	134	36	£38950

S tronic auto: add £1530 to 2.0 TFSI and 2.0 TDI, A4 Avant: add £1400, quattro: add £3550 to 2.0 TFSI (190) S tronic, add £1430 to 2.0 TDI (190) 3.0 V6 TDI (218) (not SE), S line: add £1085 to Sport (not 1.4 TFSI)

A5 Sportback - 4712-4718x1854mm, EURO-NCAP N/A
DRIVER POWER POS: 26th

1.8 TFSI SE Technik Sdr	E	48.7	8.2	136	27	£30035
2.0 TFSI quattro SE Technik Sdr	G	41.5	7.1	159	29	£34730
2.0 TDI ultra (136) SE Technik Sdr	B	67.3	9.5	109	24	£31385
2.0 TDI (177) SE Technik Sdr	C	60.1	8.5	120	28	£31515
2.0 TDI (150) m'tronic SE Tech Sdr	D	58.9	9.4	127	24	£33340
2.0 TDI (245) quat S tron S line Sdr	G	48.7	6.2	152	34	£41090
3.0 V6 TFSI quattro S5	J	35.0	5.1	190	40	£42990

S tronic auto: add £1480 to TFSI, 2.0 TDI (177), £1555 to 2.0 TDI, quattro: add £1645 to 2.0 TDI (177) SE, S line and Black, SE Technik: add £1350 to SE, S line: add £2300 to SE, Black Edition Plus: add £1500 to S line

A6 - 4933-4979x1874-1936mm, EURO-NCAP ★★★★★
DRIVER POWER POS: 54th

2.0 TDI ultra (190) SE	C	65.7	8.4	113	31	£32295
3.0 TDI (218) S tronic SE	D	60.1	7.1	122	38	£38435
3.0 TDI (272) quattro S tronic SE	E	55.4	5.5	133	41	£41755
3.0 BITDI quattro tiptronic SE	G	47.1	5.0	159	43	£46465
4.0 V8TT quattro S tronic S6	K	30.7	4.4	214	47	£56545
4.0 V8TT quat tiptronic RS6 Avant	K	29.4	3.7	223	50	£86000

S tronic auto: add £1490 to 2.0 TDI, quattro: add £1760 to 3.0 TDI (218), A6 Avant: add £2000, S line: add £2410-£2450 to SE, Black Edition: add £2175 to S line

A7 Sportback - 4974x1911mm, EURO-NCAP N/A
DRIVER POWER POS: N/A

3.0 TDI ultra (218) S tronic SE Exec	D	60.1	7.3	122	37	£46415
3.0 TDI (218) quatt S tronic SE Exec	E	54.3	6.8	136	41	£48170
3.0 TDI (272) quatt S tronic SE Exec	E	54.3	5.7	136	43	£50755
3.0 BiTDI quattro tiptronic S line	G	46.3	5.2	162	45	£57230
3.0 TFSI quattro S tronic S line	I	37.2	5.76	146	44	£53560
4.0 V8 TFSI quattro S tronic S7	K	30.4	4.6	215	46	£63920
4.0 V8 TFSI quattro tiptronic RS7	K	29.7	3	221	50	£91600

S line: add £2790 to SE Executive, Black Edition: add £2350 to S line (not ultra)

DRIVER POWER POS: N/A

2.0 sDrive18i	G	41.5	7.9	159	38	£29690
2.0 sDrive20i	G	41.5	6.9	159	38	£31790
2.0 sDrive28i M Sport	G	41.5	5.7	159	40	£39340
3.0 sDrive35i M Sport	K	30.1	5.2	219	41	£44960
3.0 DCT sDrive35i	K	31.4	4.8	210	43	£47905

Auto: add £1890, M Sport: add £3885 to 18i, £3165 to 20i models

6 Series - 4894x1894mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

3.0 auto 640i SE	I	37.2	5.3	176	47	£59430
3.0 auto 640d SE	F	52.3	5.3	143	48	£62295
4.4 V8 auto 650i Sport	K	32.1	4.6	206	50	£69790
4.4 V8T DCT M6	L	28.5	4.2	231	50	£93150

Convertible: add £4700-£5900, Gran Coupe: same price as Coupe, M Sport: add £3600 to SE, add £2600 to Sport

i8 - 4689x1942mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.5 TT/Drive auto i8	A	113.0	4.4	59	50	£99540
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CATERHAM

uk.caterhamcars.com / Brochure: 01833 333700 / Dealers: 2

Warranty: 1 year

Seven - 3100-3300x1270-1505mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

0.6T 160	C	57.6	6.5	114	N/A	£18995
1.6 270	N/A	5.0	N/A	N/A	N/A	£22995
2.0 360	N/A	4.8	N/A	N/A	N/A	£26995
2.0 420	N/A	3.8	N/A	N/A	N/A	£29995
2.0 5C 620R	N/A	2.8	N/A	N/A	N/A	£49995

5 Pack: add £2995, R Pack: add £3995, SV chassis: add £2500, DIY kit: £3000 less than factory build

CHEVROLET

www.chevrolet.co.uk / Brochure: 0800 666 222 / Dealers: 1

Warranty: 5 years/100000 miles

Corvette - 4493x1875mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

6.2 V8 Stingray Coupe 2LT	M	23.2	4.2	279	50	£62450
6.2 V8 Stingray Coupe 3LT	M	23.2	4.2	279	50	£65370
6.2 V8 S/C Stingray Coupe 206	M	22.2	3.8	291	50	£87860

Auto: add £2400, Convertible: add £3620

CITROEN

www.citroen.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

C-Zero - 3475x1475mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

64hp auto C-Zero	A	N/A	15.9	0	28	£11995
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C1 - 3466x1884mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 96th

1.0 VTI (68) Touch 3dr	A	68.9	14.3	95	6	£8345
1.0 VTI (68) Feel 3dr	A	68.9	14.3	95	6	£9595
1.0 VTI (68) S&S Flair 3dr	A	74.3	14.3	88	7	£10535
1.2 PureTech (82) Flair 3dr	A	65.7	11.0	99	11	£10635
1.0 VTI (68) ETG Flair 3dr	A	67.3	14.6	97	7	£11185

5dr: add £400 to Feel/Flair 3dr, Aircscape: add £160 to select models

C3 - 3941x1728mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 163rd

1.0 PureTech (68) VT	B	64.2	14.2	102	8	£11135
1.0 PureTech (68) Edition	B	62.8	14.2	104	9	£12715
1.2 PureTech (82) Edition	B	61.4	14.2	107	12	£13735
1.2 PureTech (110) S&S Platinum	B	62.8	10.6	104	18	£16060
1.6 BlueHDi (75) VT	A	80.7	11.3	90	16	£13425
1.6 BlueHDi (75) Edition	A	80.7	11.3	90	16	£15005
1.6 BlueHDi (100) Platinum	A	83.1	10.8	87	19	£16970

Auto: add £620 to PureTech (82) Platinum, Platinum: add £1050 to Edition models (not PureTech 68)

C4 - 4329x1789mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 98th

1.2 PureTech (110) Touch	B	60.1	10.9	110	16	£14645
1.6 BlueHDi (100) Touch	A	78.5	11.5	95	20	£16745
1.6 BlueHDi (100) S&S Feel	A	85.6	11.5	86	20	£17545
1.2 PureTech (130) S&S Flair	B	58.9	10.8	110	19	£18190
1.6 BlueHDi (120) Flair	A	78.5	10.6	95	25	£19145
2.0 BlueHDi (150) Flair	A	74.3	8.8	98	29	£20045

C4 Cactus - 4157x1729mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 PureTech (75) Touch	B	61.4	12.9	105	9	£12990
1.2 PureTech (82) Feel	B	61.4	12.9	105	9	£14690
1.2 PureTech (82) S&S ETG Feel	A	65.7	15.0	98	7	£15390
1.2 PureTech (110) S&S Feel	B	60.1	9.3	107	15	£15890
1.6 BlueHDi (100) Feel	A	83.1	10.7	87	18	£16690
1.6 BlueHDi (100) ETG Feel	A	83.1	11.2	89	18	£17320

Flair: add £1400 to Feel, Flair Edition: add £975 to Flair

C5 - 4779x1860mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 112th

2.0 HDi (160) VTR+ Techno Pack	D	57.6	9.1	129	25	£24150
2.0 HDi (160) Exclusive Techno	D	57.6	9.1	129	25	£25750

Auto: add £2415 to 2.0 HDi Exclusive, C5 Tourer: add £1110

Berlingo Multispace - 4380x1810mm, EURO-NCAP☆☆

DRIVER POWER POS: 126th

1.6 VTI (95) Touch	F	44.1	12.8	148	10	£13355
1.6 BlueHDi (75) Feel	C	65.7	15.1	113	12	£15440
1.6 BlueHDi (100) Feel	C	65.7	12.4	113	14	£16040
1.6 BlueHDi (100) ETG Feel	B	67.3	14.3	109	14	£16740
1.6 BlueHDi (100) XTR	C	65.7	12.4	113	15	£17890
1.6 BlueHDi (100) ETG XTR	B	67.3	14.3	109	15	£18440
1.6 BlueHDi (120) XTR	C	64.2	11.4	115	17	£18540

Feel Edition: add £1400 to Feel

C3 Picasso - 4078x1730mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 108th

1.2 PureTech (110) Edition	C	56.5	11.8	115	14	£15805
1.2 PureTech (110) Platinum	C	56.5	11.8	115	14	£16805
1.6 BlueHDi (100) Edition	B	72.4	13.3	101	16	£16870
1.6 BlueHDi (100) Platinum	B	72.4	13.3	101	16	£17870

C4 Picasso - 4428x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£18270
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£18725
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£19570
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£20025
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£20785
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£22085
1.6 THP (165) EA76 Exclusive	D	50.4	8.4	130	21	£22710
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£23050

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

Grand C4 Picasso - 4597x1826mm, EURO-NCAP N/A

DRIVER POWER POS: 77th

1.2 PureTech (130) VTR	C	56.5	N/A	115	16	£19970
1.6 BlueHDi (100) VTR	A	74.3	14.3	99	15	£20425
1.2 PureTech (130) VTR+	C	56.5	N/A	115	16	£21270
1.6 BlueHDi (100) VTR+	A	74.3	14.3	99	15	£21725
1.6 BlueHDi (120) VTR+	A	74.3	12.6	100	20	£22485
1.6 BlueHDi (120) Exclusive	A	74.3	12.6	100	20	£23785
1.6 THP (165) EA76 Exclusive	D	50.4	8.4	130	21	£24410
2.0 BlueHDi (150) Exclusive	B	67.3	9.8	102	24	£24750

Auto: add £1350 to 1.6 BlueHDi (120) and 2.0 BlueHDi (150), Exclusive+: add £2360 to Exclusive

DACIA

www.dacia.co.uk / Brochure: 0800 991199 / Dealers: 127

Warranty: 3 years/60000 miles

Sandero - 4057x1733mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 53rd

1.2 16v (75) Access	E	48.7	14.5	135	2	£5995
1.2 16v (75) Ambiance	E	48.7	14.5	135	2	£6795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	6	£7595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	8	£8595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Sandero Stepway - 4057x1733mm, EURO-NCAP N/A

DRIVER POWER POS: 53rd

0.9 Tce (90) Ambiance	D	52.3	11.1	124	7	£8395
1.5 dCi (90) Ambiance	B	70.6	12.1	105	10	£9395

Laureate: add £1800 to Ambiance

Logan - 4450x1740mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 48th

1.2 16v (75) Access	E	48.7	14.5	135	4	£6995
1.2 16v (75) Ambiance	E	48.7	14.5	135	4	£7795
0.9 Tce (90) Ambiance	C	56.5	11.1	116	9	£8595
1.5 dCi (90) Ambiance	A	74.3	12.1	99	11	£9595

Laureate: add £1400 to Ambiance, Laureate Prime: add £500 to Laureate

Duster - 4316x1822mm, EURO-NCAP N/A

DRIVER POWER POS: 91st

1.6 16v (105) Access 2WD	G	39.8	11.5	165	6	£9495
1.6 16v (105) Ambiance 2WD	G	39.8	11.5	165	6	£10495
1.5 dCi (180) Vignale	D	56.5	11.8	130	10	£11995
1.5 dCi (110) Laureate 2WD	D	56.5	11.8	130	11	£13495

4WD: add £2000, Laureate Prime: add £500 to Laureate

DS

www.drivesds.co.uk / Brochure: 0800 023 4000 / Dealers: 196

Warranty: 3 years/60000 miles

DS 3 (NEW) - 3948-3962x1715-1717mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 67th

1.2 PureTech (82) Chic	B	61.4	12.3	107	N/A	£13995
1.2 PureTech (110) Chic	A	65.7	9.6	100	N/A	£15295
1.2 PureTech (110) Elegance	A	65.7	9.6	100	N/A	£16395
1.2 PureTech (130) Elegance	B	62.8	N/A	105	N/A	£16895
1.6 BlueHDi (100) Chic	A	83.1	10.8	87	N/A	£18995
1.6 BlueHDi (100) Elegance	A	83.1	10.8	87	N/A	£19695
1.6 BlueHDi (120) Elegance	A	78.5	9.3	94	N/A	£17595
1.6 BlueHDi (120) Ultra Prestige	A	78.5	9.3	94	N/A	£20995
1.6 THP (165) Prestige	D	50.4	7.5	129	N/A	£19295
1.6 THP (165) Ultra Prestige	D	50.4	7.5	129	N/A	£20795
1.6 THP (210) Performance	D	52.3	N/A	125	N/A	£20945

Auto: add £1500 to 1.2 PureTech (110), DS 3 Cabrio: add £2300 (selected models), add £1850 to Performance, Prestige: add £1900 to Elegance (not PureTech (110) manual), Performance Black: add £2,000 to Performance

DS 4 - 4275x1810mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 123rd

1.2 PureTech (130) Elegance	C	55.4	9.9	119	17	£19595
1.2 PureTech (130) Prestige	C	54.3	9.9	120	19	£20845
1.6 THP (165) EA76 Prestige	D	50.4	8.7	130	22	£22545
1.6 THP (210) Prestige	E	47.9	7.8	138	27	£23095
1.6 BlueHDi (120) Elegance	A	74.3	10.9	100	20	£21345
2.0 BlueHDi (150) Elegance	A	74.3	8.8	100	24	£22345
1.6 BlueHDi (120) Prestige	B	72.4	10.9	103	22	£22595
2.0 BlueHDi (150) Elegance	B	72.4	8.8	103	26	£23595
2.0 BlueHDi (180) EA76 Prestige	C	64.2	8.6	115	27	£25595

Auto: add £1200 to BlueHDi (120), DS 4 Crossback, add £1,000 to Prestige (not 1.6 THP, 2.

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DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	9.9	149	19	£24795
2.0 TDCi (120) Zetec	D	56.5	13.4	129	16	£25495
2.0 TDCi (150) Zetec	D	56.5	10.8	129	20	£26295
1.5 EcoBoost (160) Titanium	F	43.5	9.9	149	19	£26645
2.0 TDCi (150) Titanium	D	56.5	10.8	129	20	£28095
2.0 TDCi (180) Titanium	D	56.5	9.7	129	20	£28845
2.0 EcoBoost (240) auto Titan Spt	I	35.8	8.4	180	26	£31695
2.0 TDCi (210) auto Titanium Sport	F	51.4	8.8	144	27	£32645
2.0 TDCi (180) auto 4WD Tit'm Spt F	F	48.7	10.5	149	24	£33345
Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium						

Auto: add £1550 to 2.0 TDCi (150) and (180), 4WD: add £1500 to 2.0 TDCi (150), Titanium Spt: add £1490 to 2.0 TDCi (180) Titanium

Galaxy - 4848x1916mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.5 EcoBoost (160) Zetec	F	43.5	10.0	149	19	£26695
2.0 TDCi (120) Zetec	D	56.5	13.6	129	17	£27845
2.0 TDCi (150) Zetec	D	56.5	10.9	129	20	£28595
1.5 EcoBoost (160) Titanium	F	43.5	10.0	149	20	£28995
2.0 TDCi (150) Titanium	D	56.5	10.9	129	21	£30395
2.0 TDCi (180) Titanium	D	56.5	9.8	129	24	£31195
2.0 EcoBoost (240) auto Titanium X	I	50.0	8.6	180	26	£35595
2.0 TDCi (210) auto Titanium X	F	51.4	8.9	144	28	£36545

Auto: add £1550 to 2.0 TDCi (net 120), 5WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (net 1.5 EcoBoost)

Auto: add £1550 to 2.0 TDCi (not 120), 4WD: add £1550 to 2.0 TDCi (150) Titanium, add £1365 to 2.0 TDCi (180) auto Titanium X, Titanium X: add £3100 to Titanium (not 1.5 EcoBoost)

EcoSport - 4235x1765mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.5 (112) Zetec	F	44.8	13.3	149	9	£14445
1.0T EcoBoost (125) Zetec	D	52.3	12.7	125	11	£15345
1.5 TDCi (95) Zetec	C	64.2	14.0	115	N/A	£16095
1.5 (112) auto Titanium	F	44.8	14.1	149	9	£17245

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Auto: add £1500 to 1.5 (112), Titanium: add £1300 to Zetec

Ranger - 5359x1850mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

2.2 TDCi (125) Double Cab	J	37.2	14.9	199	13	£22959
2.2 TDCi (150) Double Cab XL	K	36.2	12.3	206	11	£23649
2.2 TDCi (150) Double Cab XLT	K	36.2	12.3	206	11	£25449
2.2 TDCi (150) Double Cab Limited	K	36.2	12.3	206	12	£27749
3.2 TDCi (200) Double Cab Limited	M	29.1	10.3	256	12	£28949
3.2 TDCi (200) Dub Cab Wildtrak	M	29.1	10.3	256	12	£30389

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak,
Limited 2: add £600 to Limited

Auto: add £1200 to 2.2 TDCi Limited and 3.2 TDCi Wildtrak, Limited 2: add £600 to Limited

Kuga - 4524x1838mm, EURO-NCAP/N/A

DRIVER POWER POS: 110th

1.5T (150) EcoBoost Zetec FWD	G	42.8	9.7	154	20	£20995
1.5T (182) EcoBst auto Zetec AWD I	I	36.7	9.7	179	21	£25150
2.0 TDCi (150) Zetec FWD	E	53.3	10.6	139	20	£22695
2.0 TDCi (150) Zetec AWD	G	47.9	10.7	154	21	£24195
2.0 TDCi (180) Titanium AWD	G	47.9	10.7	154	21	£26595

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Auto: add £1485 to 2.0 TDCi AWD, Titanium: add £1650 to EcoBoost Zetec (not 2.0 TDCi (150) AWD), Titanium X: add £2750 to Titanium, Titanium X Sport: add £5700 to Titanium

Edge - 4778x1928mm, EURO-NCAP/N/A

DRIVER POWER POS: N/A

2.0 TDCi (180) Zetec AWD	F	48.7	9.9	149	25	£29995
2.0 TDCi (180) Titanium AWD	F	48.7	9.9	149	26	£32245
2.0 TDCi (210) auto Titanium AWD	F	48.7	9.4	149	30	£34495
2.0 TDCi (180) Sport AWD	G	47.9	9.9	152	26	£34495
2.0 TDCi (210) auto Sport AWD	G	47.9	9.4	152	30	£36745

Mustang - 4784x1916mm, EURO-NCAP/N/A

DRIVER POWER POS: N/A

2.3T EcoBoost Fastback	I	35.3	5.8	179	21	£28995
5.0 V8 GT Fastback	M	20.9	4.8	299	21	£32995
Auto: add £1500, Convertible: add £4000						

Auto: add £1500, Convertible: add £4000

GREAT WALL

greatwallmotor.co.uk / Brochure: 08430 227127 / Dealers: 54
Warranty: 5 years/125000 miles

Steed - 5040x1800mm, 6, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 (139) S Double Cab	L	32.8	17.0	222	7	£17998
2.0 (139) SE Double Cab	L	32.8	17.0	222	8	£20398
2.0 (139) Tracker Double Cab	L	32.8	17.0	222	8	£19198

HONDA

www.honda.co.uk / Brochure: 0845 200 8000 / Dealers: 196
Warranty: 3 years/60000 miles

Jazz - 3995x1694mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.3 i-VTEC S	C	56.5	11.2	116	13	£13495
1.3 i-VTEC SE	C	56.5	11.2	116	13	£14995
1.3 i-VTEC EX	C	55.4	11.2	120	13	£15995
1.3 i-VTEC CVT EX Navi	C	57.6	12.0	114	13	£17705

Auto: add £1100

Auto: add £1100

Civic - 4300x1770mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 41st

1.4i-VTEC S	D	52.3	13.4	129	8	£16470
1.8i-VTEC S	E	48.7	9.1	137	16	£17970
1.8i-VTEC SE Plus	F	46.3	9.1	145	16	£19935
1.8i-VTEC SR	F	46.3	9.1	145	17	£22560
1.8i-VTEC Sport	F	46.3	9.1	145	17	£19985
1.6i-DTEC S	A	78.5	10.5	94	18	£19190
1.6i-DTEC SE Plus	A	78.5	10.5	94	18	£21140
1.6i-DTEC Sport	A	76.3	10.5	98	18	£21190
1.6i-DTEC SR	A	78.5	10.5	94	18	£23765
2.0T VTEC Type R	H	38.7	5.7	170	33	£29995
2.0T VTEC Type R GT	H	38.7	5.7	170	33	£32295

Auto: add £1400-£1415 to 1.8i-VTEC, SE Plus: add £1990 to S, EX
Tur: add £1800 to 1.8i-VTEC SR, £2000 to 1.6i-DTEC SR, Civic
Tourer: add £1000-£1550 (not 1.4 Type R)

Auto: add £1400-£1415 to 1.8i-VTEC SR, £2000 to 1.6i-DTEC SR, Civic Tourer: add £1000-£1550 (not 1.4, Type R)

HR-V - 4294x1772mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.5i-VTEC (130) S	D	50.4	10.7	130	21	£18495
1.5i-VTEC (130) SE	D	50.4	10.7	130	21	£20690
1.5i-VTEC (130) CVT EX	D	52.3	11.2	125	22	£25425
1.6i-DTEC (120) S	B	70.6	10.1	104	23	£20245
1.6i-DTEC (120) SE	B	70.6	10.1	104	23	£22440

Auto: add £970 to 1.5i-VTEC (not S), EX: add £3450 to SE

CR-V - 4570x1820mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 21st

2.0i-VTEC S 2WD	H	39.2	10.0	168	24	£22770
2.0i-VTEC SE 4WD	H	38.2	10.2	173	24	£26105
2.0i-VTEC SR 4WD	I	37.2	10.2	177	25	£29145
2.0i-VTEC EX 4WD	I	37.2	10.2	177	25	£30390
1.6i-DTEC (120) S 2WD	C	64.2	11.2	115	24	£23855
1.6i-DTEC (120) SR 2WD	C	62.8	11.2	119	25	£29145
1.6i-DTEC (160) SE 4WD	D	57.7	9.6	129	24	£28060
1.6i-DTEC (160) SR 4WD	E	55.4	9.8	133	24	£31175
1.6i-DTEC (160) EX 4WD	E	55.4	9.9	133	25	£33060

Auto: add £1500 to 2.0i-VTEC, £1780 to 1.6i-DTEC (160), SE: add £2170 to 1.6i-DTEC (120) S

Auto: add £1500 to 2.0i-VTEC, £1780 to 1.6i-DTEC (160), SE: add £2170 to 1.6i-DTEC (120) S

HYUNDAI

www.hyundai.co.uk / Brochure: 0800 981981 / Dealers: 162
Warranty: 5 years/unlimited miles

i10 - 3665x1660mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 3rd

1.0 S	B	60.1	14.9	108	1	£8995
1.0 S Air	B	60.1	14.9	108	1	£9675
1.0 SE	B	60.1	14.9	108	1	£10075
1.2 SE	C	57.6	12.3	114	4	£10575
1.0 SE Blue Drive	A	65.7	15.1	98	1	£10325
1.0 Premium	B	60.1	14.9	108	1	£10775
1.2 Premium	C	57.6	12.3	114	4	£11275

Auto: add £650 to 1.2, Premium SE: add £1135 to 1.2 Premium

Auto: add £650 to 1.2, Premium SE: add £1135 to 1.2 Premium

i20 - 4035x1734mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.2 (75) S Sdr	C	58.9	13.6	112	4	£10995
1.1 CRDi (75) S Blue Sdr	A	88.3	16.0	84	6	£12745
1.2 (84) SE Sdr	C	55.4	13.1	119	6	£13025
1.0 T-GDi (100) SE Sdr	A	65.7	N/A	99	10	£14025
1.1 CRDi (75) SE Sdr	B	70.6	16.0	103	6	£14525
1.4 CRDi (90) SE Sdr	B	68.9	12.1	106	10	£15025
1.2 (84) Premium Sdr	C	55.4	13.1	119	7	£14025
1.0 T-GDi (100) Premium Sdr	B	62.8	N/A	104	10	£15025
1.4 CRDi (90) Premium Sdr	B	68.9	12.1	106	12	£16025
1.0 T-GDi (120) Premium Sdr	C	58.9	10.2	112	11	£15525
1.4 (100) auto SE Sdr	F	46.3	N/A	143	9	£14525
1.4 (100) auto Premium Sdr	F	44.1	N/A	148	8	£15525

S Air; auto £750 to S, Premium SE £1000 to Premium, £200 Coupe; same price as S (1.2 SE and 1.0 T-GDi SE), £20 Coupe Sport; same price as 120 SE Premium (1.2 and 1.0 T-GDi).

S Air: add £750 to S, Premium SE: add £1000 to Premium, i20 Coupe: same price as Sdr (1.2 SE and 1.0 T-GDi SE), i20 Coupe Sport: same price as i20 Sdr Premium (1.2 and 1.0 T-GDi)

i30 - 4300x1780mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: N/A

1.4 (100) S 5dr	E	47.1	13.2	138	8	£15295
1.6 CRDi (110) Blue Drive S 5dr	A	78.4	11.5	94	11	£17295
1.4 (100) SE 5dr	E	47.1	13.2	138	8	£16595
1.6 (120) auto SE 5dr	G	41.5	11.9	158	10	£18195
1.6 CRDi (110) Blue Drive SE 5dr	A	78.4	11.5	94	12	£18595
1.6 (120) Premium 5dr	F	44.8	11.9	145	12	£20595
1.6 CRDi (136) Premium 5dr	B	69.6	10.2	104	13	£22395
1.6T-GDi (186) Turbo SE 5dr	H	38.7	8.0	169	21	£22600

Auto: add £1300 to 1.6 CRDi SE and Premium; 130 Tourer: add
£1100 (not 1.4i); Turbo SE 5dr: add £500 to Turbo SE 5dr

Auto: add £1300 to 1.6 CRDi SE and Premium, i30 Tourer: add £1100 (not 1.4), Turbo SE Sdr: add £500 to Turbo SE Sdr

i40 - 4740-4770x1815mm, EURO-NCAP☆☆☆☆

DRIVER POWER POS: 85th

1.7 CRDi (115) BD S	B	66.0	12.4	110	13	£19695
1.7 CRDi (141) BD S	C	63.0	10.3	114	18	£20495
1.7 CRDi (115) BD SE Nav	B	66.0	12.4	110	13	£21695
1.7 CRDi (141) BD SE Nav	C	63.0	10.3	114	19	£22495
1.7 CRDi (115) BD Premium	C	66.0	12.4	118	13	£25695
1.7 CRDi (141) DCT BD Premium	D	43.0	10.3	129	19	£27595

Auto: add £1900 to 1.7 CRDi (141) (not S), i40 Tourer: add £1250 (add £1350 to Premium). SE Nav Business: add £1500 to SE Nav

	Eco band	MPG 0-60mph	CO ₂	Insurance group	List price
2.2d auto Q30 Premium DCT	C	64.2	N/A	116	£25750
1.5d Sport	C	67.3	120	114	£26180
2.2d auto Q30 Sport DCT	C	62.8	N/A	117	£23980
2.0t Sport	C	42.2	N/A	156	£26130
Auto: add £1500 to 1.5d Premium, 4WD: add £1550 to 2.2d DCT, Business Executive: add £2530 to Premium, Premium Tech: add £13500 to Premium					
Q50 - 4790-4800x1820mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.2d Q50 SE	C	64.2	8.5	114	£39
2.2d Q50 Premium	C	64.2	8.5	114	£40
2.2d Q50 Sport	C	64.2	8.5	114	£40
3.5 V6 auto Q50 Hybrid Sport	F	45.6	5.1	142	£40700
3.5 V6 at Q50 Hybrid Sport AWD	F	41.5	5.4	159	£42250
Auto: add £1550 to 2.2d					
Q70 - 4945x1845mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.5 V6 auto Q70 Premium Hybrid	F	45.6	5.3	145	£43250
2.2d auto Q70 Premium	D	57.6	8.9	129	£35
2.2d auto Q70 Sport	D	57.6	8.9	129	£36600
3.5 V6 auto Q70 Sport Tech	L	27.7	6.2	235	£44850
QX50 - 4635-4645x1800mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0d V6 auto QX50	K	33.2	7.9	224	£43490
3.0d V6 auto QX50 GT	K	33.2	7.9	224	£38445
3.7 V6 auto QX50 GT	M	25.0	6.4	265	£43890
Premium: spec: add £3600 to GT models					
QX70 - 4865x1925mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
3.0d V6 auto QX70 GT	K	32.8	8.3	225	£43100
3.0d V6 auto QX70 S	K	32.8	8.3	225	£43530
3.7 V6 auto QX70 GT	M	23.0	6.8	282	£50
3.7 V6 auto QX70 S	M	23.0	6.8	282	£43530
5.0 V8 auto QX70 S Premium	M	22.0	5.8	307	£54750
Premium: spec: add £4450 to GT and S models					
ISUZU					
www.isuzu.co.uk / Brochure: 08446 626 640 / Dealers: 97					
Warranty: 5 years/125000 miles					
M-XA - 5295x1860mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.5D Eiger Double Cab	J	38.7	N/A	194	£9
2.5D Yukon Double Cab	J	38.7	N/A	194	£9
2.5D Blade Double Cab	J	38.7	N/A	194	£9
2.5D Utah Double Cab	J	38.7	N/A	194	£9
Auto: add £1200 to Yukon, Utah					
JAGUAR					
www.jaguar.co.uk / Brochure: 0345 303 2303 / Dealers: 97					
Warranty: 3 years/unlimited miles					
XF - 4672x1850mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.0d (163) SE	A	75.0	7.9	99	£22975
2.0d (163) R-Sport	A	75.0	7.9	99	£23235
2.0d (163) Portfolio	A	75.0	7.9	99	£24235
2.0d (180) SE	B	67.3	7.4	109	£25025
2.0d (180) R-Sport	B	67.3	7.4	109	£273025
2.0d (180) Portfolio	B	67.3	7.4	109	£273025
2.0d (200) auto SE	I	37.7	7.1	179	£26995
2.0d (200) auto R-Sport	I	37.7	7.1	179	£27945
2.0d (240) auto R-Sport	I	37.7	6.5	179	£29305
2.0d (240) auto Portfolio	I	37.7	6.5	179	£29305
3.0 V6 S/C (340) auto S	J	34.9	4.9	194	£34495
Auto: add £1750 to 2.0d, 4WD: add £1800 to 2.0d (180) auto, Prestige: add £1000 to SE					
XF - 4954x1987mm, EURO-NCAP ★★★★★					
DRIVER POWER POS: N/A					
2.0d (163) Prestige	B	71.7	8.2	104	£25
2.0d (163) R-Sport	B	71.7	8.2	104	£25200
2.0d (163) Portfolio	B	71.7	8.2	104	£25640
2.0d (180) Prestige	C	65.7	7.5	114	£27
2.0d (180) R-Sport	C	65.7	7.5	114	£27100
2.0d (180) Portfolio	C	65.7	7.5	114	£27300
3.0d V6 auto S	F	51.4	5.8	144	£49950
3.0 V6 S/C (380) auto S	J	34.0	5.1	196	£38
Auto: add £1750, 4WD: add £1800 to 2.0d (180) auto					
XJ - 5122-5247x1894mm, EURO-NCAP N/A					
DRIVER POWER POS: 7th					
3.0D V6 auto Luxury	F	49.6	5.9	149	£85690
3.0D V6 auto Premium Luxury	F	49.6	5.9	149	£86290
3.0D V6 auto Portfolio	F	49.6	5.9	149	£89075
3.0D V6 auto R-Sport	F	49.6	5.9	149	£97005
3.0 V6 S/C auto Portfolio	K	31.0	5.7	224	£73535
3.0 V6 S/C auto R-Sport	K	31.0	5.7	224	£75435
5.0 V8 S/C auto LWB Autobiog	M	25.5	4.7	264	£99350
5.0 V8 S/C auto XJR	M	25.5	4.4	264	£91755
Long wheelbase: add £3000 (not XJR), LWB Autobiography: add £7525 to 3.0D Portfolio LWB					
F-Pace - 4731x1936mm, EURO-NCAP N/A					
DRIVER POWER POS: N/A					
2.0d (180) Prestige	D	57.7	8.5	129	N/A
2.0d (180) AWD Prestige	E	54.3	8.2	134	N/A
2.0d (180) auto AWD Prestige	E	53.3	8.2	139	N/A
3.0D V6 (300) auto AWD S	F	47.1	5.8	159	N/A
3.0 V6 S/C (380) auto AWD S	K	31.7	5.1	209	N/A
3.0D V6 (300) auto AWD First Ed	F	47.1	5.8	159	N/A
R-Sport: add £2500 to Prestige, Portfolio: add £2500 to R-Sport					
F-Type - 4470x1923mm, EURO-NCAP N/A					
DRIVER POWER POS: 34th					
3.0 V6 S/C (340) Coupe	L	28.8	5.5	234	£51760
3.0 V6 S/C (380) S Coupe	L	28.8	5.3	234	£60760
5.0 V8 S/C (550) auto R Coupe	L	26.4	4.0	255	£86810
Auto: add £1800 to V6, 4WD: add £4850 to V6 S and V8 R, Convertible: add £5485 to all models					

Eco band

MPG

CO₂

Insurance group

List price

JEEP

www.jeep.co.uk / Brochure: 08000 04265337 / Dealers: 73

Warranty: 3 years/60000 miles

Renegade - 4235x1805mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

1.6 eTorq (110) Sport

F

47.1

11.8

141

£17295

1.6 eTorq (120) Longitude

F

47.1

11.8

141

£19195

1.6 MultiJet (120) Sport

C

61.4

10.2

120

£18895

1.4T MultiJet (140) Longitude

E

47.1

10.9

140

£20395

1.6 MultiJet (120) Longitude

C

61.4

10.2

120

£20895

2.0 MultiJet (140) 4WD Longitude

E

55.4

9.5

134

£23395

2.0 MjT (170) auto 4WD Low Ltd

C

48.7

8.9

151

£27795

2.0 MjT (170) auto 4WD Trailhawk 4x4

C

48.7

8.9

151

£28595

Auto: add £1400 to 1.4 MultiAir, Limited: add £2600 to Longitude

Wrangler - 4223-475x1873-1877mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.8 CRD auto Sahara 2dr

K

34.9

10.6

213

£42025

2.8 CRD auto Overland 2dr

K

34.9

10.6

213

£31895

2.8 CRD auto Sahara 4dr

K

34.0

10.7

217

£24095

2.8 CRD auto Overland 4dr

K

34.0

10.7

217

£25045

Wrangler Special Order programme: prices from £29025-£33445

Cherokee - 4623x1859mm, EURO-NCAP N/A

DRIVER POWER POS: N/A

2.0 MultiJet (140) Longitude

E

53.3

10.9

139

£26095

2.0 MultiJet (140) Longitude 4x4

F

50.4

12.0

147

£28095

2.0 MjT (185) auto L'tude 4x4

E

48.7

10.3

154

£2730845

3.2 V6 auto Trailhawk 4x4

K

29.4

8.4

223

£358545

Longitude Plus: add £2200, Limited: add £5700

Grand Cherokee - 4822x1943mm, EURO-NCAP N/A

DRIVER POWER POS: 35th

3.0 CRD V6 auto Laredo

J

37.7

10.2

198

£368995

3.0 CRD V6 auto Limited

J

37.7

8.2

198

£41495

3.0 CRD V6 auto Limited+

J

37.7

8.2

198

£44495

3.0 CRD V6 auto Overland

J

37.7

8.2

198

£48195

3.0 CRD V6 auto Summit

J

37.7

8.2

198

£435995

6.4 V8 HEMI auto SRT8

M

20.2

5.0

327

£65995

KIA

www.kia.co.uk / Brochure: 0800 775 777 / Dealers: 170

Warranty: 7 years/100000 miles

Picanto - 3595x1595mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 125th

1.0 1.3 3dr

B

62.8

14.1

105

£28345

1.25 Chili 3dr

B

61.4

11.5

106

£11495

1.0 2.5dr

B

62.8

14.1

105

£21045

1.25 5dr

B

61.4

11.5

106

£10745

1.25 5.3dr

B

61.4

11.5

106

£11745

1.25 4.5dr

B

61.4

11.5

106

£12295

Auto: add £600 to Picanto 3, 2 and Chili, 5dr: add £200 to Picanto 1, SR-7: add £1500 to Picanto 1

Rio - 4045x1720mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 59th

1.25 1.3dr

B

56.5

12.9

115

£210345

1.25 2.5dr

B

56.5

12.9

115

£212245

1.4 2.5dr

B

56.5

11.0

114

£713045

1.4 3.5dr

B

56.5

11.0

114

£714445

1.4 CRDi 3.5 3dr

A

74.3

13.4

98

£15545

1.1 CRDi 1.5 5dr

A

85.6

16.1

86

£22245

1.1 CRDi 1.5 5dr

A

78.5

15.9

94

£214145

1.4 CRDi 2.5 5dr

A

74.3

13.4

98

£174745

1.4 4.5dr

B

56.5

11.0

114

£716345

1.4 CRDi 4.5 5dr

A

74.3

13.4

98

£17145

Auto: add £905 to 1.4 2 & 3 5dr, add £600 to 3dr, SR-7: add £1500 to 1.25 and 1.1 CRDi Rio 1

Soul - 4140x1800mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.6 GDI Start

G

41.5

10.6

158

£12800

1.6 GDI Connect

G

41.5

10.6

158

£15000

1.6 GDI Connect

E

56.5

10.8

132

£16600

1.6 GDI Mixx

D

56.5

10.8

132

£19950

81 4x4i Soul EV

A

N/A

10.8

0

19

£24995

Auto: add £1500 to 1.6 CRDi, Connect Plus: add £1100 to Connect, Mixx: add £1800 to Mixx

Cee'd - 4260-4135x1790mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 38th

1.4 1.5dr

E

47.1

12.3

138

£714905

1.4 CRDi 1.5dr

B

67.3

13.0

107

£816195

1.4 CRDi 1.5dr

A

78.5

9.5

94

£116795

1.0 T-GDi (98) 2.5dr

C

57.6

12.3

113

£17945

1.6 CRDi 2.5dr

A

74.3

9.5

93

£118895

1.0 T-GDi (118) 3.5dr

C

57.6

10.7

115

£120120

1.6 CRDi 3.5dr

A

74.3

9.5

93

£120695

1.6 CRDi 4.5dr

C

72.4

9.8

102

£122295

1.0 T-GDi (118) GT-Line 5dr

C

65.7

10.5

112

£120220

1.6 CRDi GT-Line 5dr

C

72.4

9.8

102

£120795

1.6 T-GDi GT-Line 5dr

H

38.2

7.3

170

£263605

1.6 GDI pro. cee'd 2.3dr

D

52.3

9.8

124

£137195

1.7 T-GDi (98) pro. cee'd 2.3dr

C

57.6

12.2

113

£917445

1.6 GDI pro. cee'd 2.3dr

A

74.3

9.5

93

£118395

1.0 T-GDi (118) pro. cee'd GT-Line 3dr

C

57.6

10.7

115

£19720

1.6 GDI pro. cee'd GT-Line 3dr

C

72.4

9.8

102

£120295

1.6 T-GDI pro. cee'd GT 3dr

H

38.2

7.3

170

£23105

Auto: add £1435 to 1.6 GDI (not 1), Sportswagon: add £1200, SR7: add £845 to Cee'd 1, 4 Tech: add £2000 to 4

Optima (NEW) - 4845x1830mm, EURO-NCAP ★★★★★

DRIVER POWER POS: N/A

1.7 CRDi 5SG

B

67.3

9.7

110

£21495

1.7 CRDi 5SG

B

67.3

9.7

110

£23495

1.7 CRDi 5SG DCT 4

C

64.2

10.6

116

£28895

Auto: add £1400 to 3

Venga - 4068x1765mm, EURO-NCAP ★★★★★

DRIVER POWER POS: 197th

1.4 5SG 1

D

50.0

12.4

130

£711995

1.4 5SG 2

D

50.0

12.4

130

£813895

1.4 CRDi 2

C

63.0

14.0

119

£15195

	Eco band	MPG	CO ₂ -mph	O-0-60	Insurance group	List price
1.6 CRDi ISG i3	C	64.0	11.1	117	14	£17475
1.6 ISG i3	F	48.0	10.6	139	12	£16190
Auto: +add £1100 to 1.6 petrol						
Carens - 452x1855mm, EURO-NCAP★★★★★						
DRIVER POWER POS: N/A						
1.6 GDI ISG 1	F	44.1	10.9	149	13	£18195
1.6 GDI ISG 2	F	44.1	10.9	149	13	£19600
1.7 CRDi (114) ISG 2	D	60.1	12.6	124	12	£20995
1.7 CRDi (134) auto 2	G	46.3	11.6	159	16	£22495
1.7 CRDi (134) ISG 3	E	56.4	10.0	132	16	£25800
Sportage (NEW) - 4480x1855mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 GDI (130) 1	G	42.2	11.1	156	N/A	£17995
1.6 GDI (130) ISG 2	F	44.8	11.1	147	N/A	£20500
1.6 T-GDI (174) AWD GT-Line	I	37.2	9.2	177	N/A	£24350
1.7 CRDi (114) ISG 1	C	61.4	11.1	119	N/A	£19745
1.7 CRDi (114) ISG 2	C	61.4	11.1	119	N/A	£22050
1.7 CRDi (114) ISG 3	C	61.4	11.1	119	N/A	£24750
1.7 CRDi (114) ISG 4	C	61.4	11.1	119	N/A	£26550
2.0 CRDi (134) AWD KX-1	E	54.3	10.1	139	N/A	£25950
2.0 CRDi (134) AWD KX-2	E	54.3	10.1	139	N/A	£24300
2.0 CRDi (134) AWD GT-Line	E	54.3	10.1	139	N/A	£25850
2.0 CRDi (134) AWD KX-3	E	54.3	10.1	139	N/A	£27000
2.0 CRDi (182) AWD KX-1	G	47.9	9.2	154	N/A	£29000
2.0 CRDi (182) auto AWD First Ed	H	44.8	9.2	166	N/A	£31645
Auto: +add £1300 to 1.6 T-GDI; £1310 to 2.0 CRDi (not KX-1)						
Sorento - 4780x1890mm, EURO-NCAP★★★★★						
DRIVER POWER POS: N/A						
2.2 CRDi KX-1	F	49.6	9.0	149	24	£28795
2.2 CRDi KX-2	G	46.3	9.0	161	25	£31995
2.2 CRDi auto KX-2	E	42.2	9.6	177	25	£33750
KX-3: +add £3850 to KX-2, KX-4: +add £7250 to KX-2 auto						
LAMBORGHINI						
www.lamborghini.com.uk / Brochure: 020 7589 1472 / Dealers: 6						
Warranty: 3 years/unlimited miles						
Huracan - 4459x1924mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
5.2 V10 auto LP610-4	M	22.6	3.2	290	50	£181875
5.2 V10 auto LP610-4 Spyder	M	23.0	3.4	285	50	£199947
Aventador - 4780x2030mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
6.5 V12 auto LP700-4	M	17.7	2.9	370	50	£264015
6.5 V12 auto LP700-4 Pirelli Ed	M	17.7	2.9	370	50	£279985
6.5 V12 auto LP750-4 Supervelocite	M	17.7	2.9	370	50	£317988
6.5 V12 auto LP700-4 Roadster	M	17.7	3.0	370	50	£292815
6.5 V12 auto LP700-4 Rstoro Pirelli	M	17.7	3.0	370	50	£319053
6.5 V12 auto LP750-4 SV Roadster	M	17.7	3.0	370	50	£347855
LAND ROVER						
www.landrover.co.uk / Brochure: 0370 5000 50 / Dealers: 130						
Warranty: 3 years/unlimited miles						
Discovery Sport - 4599x2069mm, EURO-NCAP★★★★★						
DRIVER POWER POS: N/A						
2.0 TD4 (150) SE	D	57.7	9.8	129	28	£30695
2.0 TD4 (180) SE Tech	E	53.3	9.8	139	28	£32000
2.0 TD4 (180) HSE	E	53.3	9.8	139	31	£337595
2.0 TD4 (180) HSE Luxury	E	53.3	9.8	139	31	£41195
2.0 TD4 (180) HSE Dyn Lux	E	53.3	N/A	139	36	£46000
Auto: add £1800, HSE Black: add £1850 to HSE auto						
Discovery - 4838x1915mm, EURO-NCAP N/A						
DRIVER POWER POS: 68th						
3.0 SDV6 auto SE	K	35.3	8.8	213	39	£41600
3.0 SDV6 auto HSE	K	35.3	8.8	214	41	£54500
3.0 SDV6 auto Landmark	K	35.3	8.8	214	40	£55995
3.0 SDV6 auto Graphite	K	35.3	8.8	213	42	£47495
SE Tech: add £5900 to SE, HSE Luxury: add £5470 to HSE						
RR Evoque - 4355-4365x1900mm, EURO-NCAP★★★★★						
DRIVER POWER POS: 116th						
2.0 SD4 (240) auto 4WD HSE Dyna I	J	36.2	7.1	181	39	£43000
2.0 e04 (150) 2WD SE	C	65.6	10.6	113	28	£30200
2.0 TD4 (180) 4WD HSE Dynamic	D	59.4	9.5	125	36	£40500
2.0 TD4 (180) 4WD HSE	D	59.4	9.5	125	33	£38300
2.0 TD4 (180) auto 4WD AutoRide	E	55.4	8.5	134	37	£51800
Coupe: add £1000 to Sdr (selected models), Convertible: add £5200 to Sdr (selected models), SE Tech: add £2000 to SE, Dynamic Lux: add £5500 to TD4 Dynamic, auto: add £1800						
Range Rover Sport - 4850x2073mm, EURO-NCAP N/A						
DRIVER POWER POS: 22nd						
3.0 SDV6 auto HSE	J	37.7	6.8	199	43	£61950
3.0 SDV6 auto HSE Dynamic	J	37.7	6.8	199	43	£67150
4.4 SDV8 auto Autobiograpic Dynam	J	37.7	6.8	199	45	£77850
4.4 SDV8 auto Autobiograpic Dynam L	J	37.7	7.4	196	47	£91550
5.0 V8 S/C auto Autobiograpic Dynam	M	22.1	5.0	298	49	£84350
5.0 V8 S/C auto Autobiograpic Dynam	M	22.1	5.0	298	49	£84350
5.0 V8 S/C auto V8R	M	22.1	4.5	298	50	£95150
Range Rover - 4999-5199x2073mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
3.0 TDV6 auto Vogue	J	37.7	7.4	196	45	£74950
4.4 SDV8 auto Vogue	L	32.5	6.5	229	48	£881950
4.4 SDV8 auto Autobiograpic	J	37.7	7.4	196	47	£91550
4.4 SDV8 auto Autobiograpic	L	32.5	6.5	229	49	£98550
3.0h SDV6 HEV auto Autobiograpic	G	45.6	6.5	169	48	£102450
5.0 V8 S/C auto Autobiograpic	M	22.1	5.1	299	49	£102450
SE Tech: £6900 to Vogue, SV Autobiograpic: add £54450-£49450 to Autobiograpic models, LW80: add £7700 to SDV8, HEV and V8 S/C Autobiograpic, add £15700 to SV Autobiograpic						
Lexus						
www.lexus.co.uk / Brochure: 0845 129 5484 / Dealers: 51						
Warranty: 3 years/60000 miles						
CT - 4350x1765mm, EURO-NCAP★★★★★						
DRIVER POWER POS: 37th						

		Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.8 Hybrid auto CT 200h S	A	78.5	10.3	82	19	E2124s	
1.8 Hybrid auto CT 200h SE	A	58.9	10.3	94	19	E2274s	
Advance: add £1500 to SE, Luxury: add £2000 to SE, F Sport: add £4250 to SE, Premier: add £7000 to SE							
IS - 4665x1810mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 1st							
2.0T auto IS 200t Sport	H	39.2	7.0	167	37	E2899s	
2.0T auto IS 200t F Sport	H	39.2	7.0	167	38	E3149s	
2.5 Hybrid auto IS 300h SE	A	65.7	8.3	97	31	E2899s	
2.5 Hybrid auto IS 300h Luxury	B	64.2	8.4	103	32	E3099s	
2.5 Hybrid auto IS 300h Exec Ed	B	64.2	8.4	103	32	E2999s	
Advance: add £500 to IS 300h Luxury, F Sport: add £1500 to Luxury, Premier: add £5755 to Luxury							
GS - 4850x1840mm, EURO-NCAP N/A							
DRIVER POWER POS: 20th							
2.5 Hybrid auto GS 300t 4WD	B	60.1	9.2	109	31	E3149s	
2.5 Hybrid auto GS 300t Premier	C	57.6	9.2	113	33	E4374s	
3.5 V6 Hybrid auto GS 450h Luxury	F	46.3	5.9	141	42	E4549s	
3.5 V6 Hybrid auto GS 450h F Sport	F	46.3	5.9	141	42	E5149s	
5.0 V8 auto GS F	M	25.2	4.5	260	50	E6999s	
Luxury: add £6000 to GS 300h SE, F Sport: add £10000 to GS 300h SE, GS 450h Premier: same price as GS 450h F Sport							
LS - 5030-5150x1875mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
4.6 V8 auto LS 460 Luxury	L	26.4	5.7	249	48	E7199s	
4.6 V8 auto LS 460 F Sport	L	26.4	5.7	249	48	E7449s	
5.0 V8 Hybrid auto LS 600h L Premier J	J	32.8	6.1	199	50	E9999s	
NX - 4630x1845mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: 6th							
2.0T auto NX 200t F Sport 4WD	I	35.8	7.1	183	29	E3809s	
2.5 Hybrid auto NX 300h S FWD	C	56.5	9.3	116	29	E2949s	
2.5 Hybrid auto NX 300h SE 4WD	D	54.3	9.3	121	31	E3499s	
Luxury: add £3000 to SE, F Sport: add £5500 to SE, Premier: add £11500 to SE							
RX - 4890x1895mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: N/A							
3.5 V6 auto RX 200t S	I	36.2	9.2	181	40	E3999s	
3.5 V6 auto RX 200t Luxury	J	34.9	9.5	189	41	E4599s	
3.5 V6 Hybrid auto RX 450h SE	C	54.3	7.7	120	44	E4699s	
3.5 V6 Hybrid auto RX 450h Luxury	D	51.4	7.7	127	44	E4999s	
F Sport: add £3000 to Luxury, Premier: add £8000 to Luxury (not RX 200t)							
RC - 4704x1849mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
2.0T auto RC 200t F Sport	H	39.2	7.5	168	40	E3649s	
2.5 Hybrid auto RC 300h F Sport	C	56.5	8.6	116	35	E3749s	
2.5 Hybrid auto RC 300h Luxury	C	57.6	8.6	113	34	E3499s	
5.0 V8 auto RC F	L	26.2	4.5	252	48	E5999s	
Premier: add £3000 to F Sport							
LOTUS							
www.lotuscars.co.uk / Dealers: 13							
Warranty: 3 years/36000 miles							
Elise - 3785x1719mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
1.6 Sport	F	45.0	6.0	149	N/A	E2990k	
1.8 Sport 220	H	37.5	4.2	175	N/A	E3650k	
1.8 220 Cup	H	37.7	4.2	175	N/A	E4350k	
1.8 Cup R	H	37.5	4.2	175	48	E4995k	
Exige S - 4052x1802mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.5 V6 VVTH S/C Coupe	L	28.0	4.0	236	50	E5450k	
3.5 V6 VVTH S/C Sport 350 Coupe	L	28.0	3.7	235	50	E5590k	
3.5 V6 VVTH S/C Club Racer Coupe	L	28.0	4.0	235	50	E5690k	
Auto: add £2000, S Roadster: add £1000							
Evora - 4342-4394x1848-1972mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.5 V6 VVTH S/C Evora 400	K	29.1	4.1	225	50	E7200k	
Auto: add £2000							
McLaren							
www.mclarenautomotive.com / Dealers: 6							
Warranty: 3 years							
Sports Series - 4530x2095mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.8 V8T S5G 540C	M	25.5	3.4	258	50	£126000	
3.8 V8T S5G 570S	M	25.5	3.1	258	50	£143250	
Super Series - 4512x2093mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.8 V8T S5G 650S	M	24.2	3.0	275	50	£195285	
3.8 V8T S5G 650S Spider	M	24.2	3.2	275	50	£215285	
3.8 V8T S5G 675LT	M	24.2	2.9	275	50	£259500	
3.8 V8T S5G 675LT Spider	M	24.2	2.9	275	50	£285450	
MASERATI							
www.maserati.com / Brochure: 0800 064 6468 / Dealers: 17							
Warranty: 3 years/unlimited miles							
Ghibli - 4971x1948mm, EURO-NCAP☆☆☆☆							
DRIVER POWER POS: N/A							
3.0 V6T auto	K	29.4	5.6	223	N/A	E5358k	
3.0 V6T auto S	L	27.2	5.0	242	N/A	E6473k	
3.0 V6 auto Diesel	G	47.9	6.3	158	N/A	E8156k	
Quattroporte - 5362x1948mm, EURO-NCAP N/A							
DRIVER POWER POS: N/A							
3.0 V6 auto Diesel	G	45.6	6.4	163	50	E6923s	
3.0 V6T auto S	L	27.2	5.1	242	50	E8156s	

Auto
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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.8 V8 auto GTS	M	23.9	4.7	274	50	£109635
GranTurismo - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
4.2 V8 auto	M	19.8	5.2	330	50	£28890
4.7 V8 auto MC Stradale	M	18.2	4.5	360	50	£110745
4.7 V8 Sport	M	18.2	4.7	360	50	£91420

GranCabrio - 4881-4933x1847-1915mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
4.7 V8 auto	M	19.5	5.3	337	50	£98950
4.7 V8 auto MC	M	19.5	4.9	337	50	£112380
4.7 V8 auto Sport	M	19.5	5.0	337	50	£104545

MAZDA

www.mazda.co.uk / Brochure: 0845 330 2800 / Dealers: 170
Warranty: 3 years/60000 miles

2 - 4060x1695mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A						
1.5 (75) SE	B	60.1	12.1	110	13	£11995
1.5 (75) SE-L	B	60.1	12.1	110	13	£12995
1.5 (90) SE-L	B	62.8	9.4	105	15	£13995
1.5 (90) Sport	B	62.8	9.4	105	16	£14995
1.5 (115) Sport Nav	C	56.5	8.7	117	19	£15995
1.5D (105) SE-L	A	83.1	10.1	89	15	£15995
1.5D (105) Sport	A	83.1	10.1	89	15	£16995
Auto: add £1200 to 1.5 (90)						

3 - 4465-4585x1795mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 39th						
1.5 (100) SE Sdr	C	55.4	10.8	119	13	£17095
2.0 (120) SE Sdr	C	55.4	8.9	119	17	£17395
2.0 (120) Sport Nav Sdr	C	55.4	8.9	119	18	£20445
2.0 (165) Sport Nav Sdr	E	48.7	8.2	135	22	£22170
1.5D (105) SE Sdr	A	74.3	11.0	99	16	£18895
1.5D (105) Sport Nav Sdr	A	74.3	11.0	99	17	£21945
2.2D (150) SE Sdr	B	68.9	8.1	107	23	£19745
2.2D (150) Sport Nav Sdr	B	68.9	8.1	107	24	£22795
Auto: add £1200 (not 1.5), Fastback: same price as Sdr (not 1.5, diesel auto), SE-L: add £1500 to SE (not 1.5)						

6 - 4870x1840mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 49th						
2.0 (145) SE	D	51.4	9.5	129	18	£19795
2.0 (165) Sport Nav	E	47.9	9.1	135	19	£24595
2.2D (150) SE	B	68.9	9.0	108	21	£22295
2.2D (150) Sport Nav	B	68.9	9.0	108	21	£26395
2.2D (175) Sport Nav	C	62.8	7.8	119	23	£26795
Auto: add £1300 to 2.0 (145) (not SE), £1200 to 2.2D (not SE), Tourer: add £800-£1000 (not 2.0 (145)), SE-L: add £800 to SE						

CX-3 - 4275x1785mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A						
2.0 (120) 2WD SE	E	47.9	9.0	137	17	£17595
2.0 (120) 2WD SE-L	E	47.9	9.0	137	16	£18995
2.0 (120) 2WD Sport Nav	E	47.9	9.0	137	17	£20495
2.0 (150) 4WD Sport Nav	F	44.1	8.7	150	19	£22495
1.5D (105) SE	B	70.6	10.1	105	15	£18995
1.5D (105) SE-L	B	70.6	10.1	105	13	£20395
1.5D (105) Sport Nav	B	70.6	10.1	105	15	£21895
Auto: add £1200 to (120) petrol, £1300 to AWD Sport Nav Diesel, AWD: add £1500 to Sport Nav Diesel						

CX-5 - 4540x1840mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 64th						
2.0 (165) SE-L Nav	E	47.1	9.2	139	17	£23195
2.0 (165) Sport Nav	E	47.1	9.2	139	18	£25695
2.2D (150) SE-L Nav	C	61.4	9.2	119	20	£24995
2.2D (150) SE-Lux Nav	C	61.4	9.2	119	20	£26595
2.2D (150) Sport Nav	C	61.4	9.2	119	21	£27495
2.2D (175) Sport Nav 4WD	E	54.3	8.8	136	23	£29795
Auto: add £1300 to SE-L, £1200 to 2.2D (175) Sport, 4WD: add £1700 to Skyactiv-D (150) SE-L						

MX-5 - 3890x1730mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: N/A						
1.5i SE	E	53.3	8.3	139	22	£18495
1.5i SE-L	E	53.3	8.3	139	22	£19245
1.5i Sport	E	53.3	8.3	139	22	£21845
2.0i SE-L	G	40.9	7.3	161	27	£20095
2.0i Sport	G	40.9	7.3	161	27	£22695
Sport: add £2600 to SE-L						

MERCEDES

www.mercedes-benz.co.uk / Brochure: 0800 156 5635 / Dealers: 136
Warranty: 3 years/unlimited miles

A-Class - 4292x1780mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 119th						
1.6 A 180 SE	D	51.4	8.9	127	21	£21065
1.5 A 180 d SE	A	80.7	11.3	89	17	£22140
2.1 A 200 d SE	B	74.3	9.3	106	21	£23215
1.6 A 180 Sport	E	50.4	8.9	131	21	£22190
1.5 A 180 d Sport	B	72.4	11.3	102	17	£23135
1.6 A 200 Sport	E	49.6	8.1	132	25	£23715
2.1 A 200 d Sport	C	65.7	9.3	111	21	£24210
1.6 A 180 AMG Line	E	49.6	8.9	134	21	£23485
1.5 A 180 d AMG Line	B	68.9	11.3	107	17	£24430
1.6 A 200 AMG Line	E	49.6	8.1	134	25	£25010
2.1 A 200 d AMG Line	C	62.8	9.3	116	21	£25505
2.0 T A 250 AMG	G	41.5	6.3	158	31	£29030
2.1 DCT A 220 d Motorsport Ed	B	67.3	7.5	109	27	£31635
2.0 T DCT 4MATIC A 45 AMG	G	40.9	4.2	162	44	£39995
Auto: add £1450 to SE, add £1320 to Sport and AMG Line, add £1415 to A 250 AMG, Executive: add £995 to SE, Sport and AMG Line, 4MATIC: add £1500 to A 220 d DCT, add £1535 to A 250 AMG DCT						

B-Class - 4393x1786mm, EURO-NCAP ☆☆☆☆ DRIVER POWER POS: 118th						
1.6 B 180 SE	D	50.4	9.0	129	19	£21825
1.6 B 180 Sport	E	49.6	9.0	132	15	£22590
1.6 B 180 AMG Line	E	49.6	9.0	132	19	£24245
1.6 B 200 SE	D	50.4	8.2	130	19	£23550
1.6 B 200 Sport	E	49.6	8.2	132	23	£24475
1.6 B 200 AMG Line	E	49.6	8.2	132	23	£25770
1.5 B 180 d SE	B	70.6	11.6	104	15	£22900
1.5 B 180 d Sport	B	68.9	11.6	107	16	£23895
1.5 B 180 d AMG Line	B	68.9	11.6	107	16	£25190

2.1 B 200 d SE B 67.3 9.4 109 19 £23975						
2.1 B 200 d Sport	C	65.7	9.4	112	19	£24970
2.1 B 200 d AMG Line	C	65.7	9.4	112	19	£26265
2.1 DCT B 220 d Sport	B	67.3	8.3	108	20	£27850
2.1 DCT B 220 d AMG Line	B	67.3	8.3	108	20	£29145
132kW ED Sport	A	N/A	7.9	0	20	£27275
132kW ED Electric Art	A	N/A	7.9	0	20	£27570
Auto: add £1450, 4MATIC: add £1500 to B 220 d DCT						

CLA-Class - 4630x1777mm, EURO-NCAP

DRIVER POWER POS: N/A						
2.1 CLA 200 d Sport	C	64.2	9.4	117	25	£27200
2.1 DCT CLA 220 d Sport	C	62.8	8.2	117	28	£30080
1.6 CLA 180 Sport	D	50.4	9.3	130	24	£25050
2.0 T CLA 250 AMG	G	42.8	6.6	154	35	£32130
2.0 T DCT CLA 45 AMG	G	39.8	4.6	161	45	£42660
Auto: add £1450, AMG Sport: add £2200 to Sport, Shooting Brake: add £850-£980, 4MATIC: add £1500 to CLA 220 d DCT, £1535 to CLA 250 AMG DCT						

C-Class - 4686x1810mm, EURO-NCAP

DRIVER POWER POS: 42nd						
2.0 C 200 AMG Line	E	53.3	7.5	132	31	£31285
2.0 C 200 d AMG Line	B	68.9	9.7	106	26	£32870
2.0 C 200 d SE	B	72.4	9.7	101	25	£29380
2.0 C 200 SE	D	53.3	7.5	123	29	£27665
2.1 C 220 d AMG Line	B	70.6	7.7	108	31	£33665
2.1 C 220 d SE	B	70.6	7.7	103	29	£30175
2.1 auto C 250 d AMG Line	C	65.7	6.6	117	37	£36320
2.1 auto C 250 d SE	B	65.7	6.6	109	35	£32830
2.1 auto C 300 h AMG Line	A	78.5	6.4	100	37	£38930
2.1 auto C 300 h SE	A	78.5	6.4	94	36	£35440
3.0 auto C 350 d AMG Line	H	38.7	5.3	170	47	£55855
4.0 V8T auto AMG C 63	J	34.5	4.1	192	47	£60600
4.0 V8T auto AMG C 63 S	J	34.5	4.0	192	48	£66810
Auto: add £1500, Sport: add £1995 to SE, Estate: add £1200						

E-Class (NEW) - 4923x1852mm, EURO-NCAP

DRIVER POWER POS: N/A						
2.0 auto E 220 d SE	B	72.4	7.3	102	N/A	£35935
2.0 auto E 220 AMG Line	C	72.4	7.3	112	N/A	£38430
3.0 auto E 350 d SE	E	54.3	5.9	136	N/A	£44930
3.0 auto E 350 d AMG Line	F	54.3	5.9	144	N/A	£47425

CLS-Class - 4940x1881mm, EURO-NCAP

DRIVER POWER POS: N/A						
2.1 auto CLS 220 d AMG Line	D	56.5	8.5	129	43	£46500
3.0 auto CLS 350 d AMG Line	F	52.3	6.5	142	48	£50695
3.5 auto CLS 400 AMG Line	H	38.7	5.3	170	47	£55855
5.5 V8T MCT AMG CLS 63 S	L	28.5	4.1	231	50	£86510
Shooting Brake: add £1580 to CLS 220 d, £1450 to CLS 350 d, £500 to AMG CLS 63 S						

S-Class - 5116-5453x1899mm, EURO-NCAP

DRIVER POWER POS: N/A						
2.1 auto S 300 h AMG Line L	C	61.4	7.6	120	50	£73375
3.0 auto S 350 d SE Line L	F	51.4	6.8	146	49	£67995
3.0 auto S 350 d AMG Line	F	51.4	6.8	151	50	£68990
3.5 auto S 400 h SE Line L	F	44.8	6.8	147	49	£72020
3.0 auto S 500 e AMG Line L	A	100.9	5.2	65	49	£89290
4.6 V8 auto S 500 AMG Line L	K	31.7	4.8	207	50	£89790
6.0 V12 auto S 600 AMG Line L	M	25.5	4.6	259	50	£124735
6.0 V12 auto S 600 Maybach L	M	24.1	5.0	274	50	£165710
5.5 V8T auto AMG S 63	L	28.0	4.4	237	50	£121690
6.0 V12T auto AMG S 65	M	23.7	4.3	279	50	£182750
Long wheelbase: add £3000 to S 350 d AMG Line, AMG Line L: add £3995 to S 400 h SE Line L						

Citan - 4321-4705x1829mm, EURO-NCAP

DRIVER POWER POS: N/A						
1.5 108 CDI Tourer Long	C	65.7	N/A	112	7	£21004
1.5 109 CDI Tourer Long	C	65.7	N/A	112	9	£21340
1.5 111 CDI Tourer Long	D	64.2	N/A	123	14	£23188
1.12 112 Tourer	E	46.3	N/A	140	12	£20716
Extra-Long 7seats: add £1812 to 111 CDI						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
3.0 aut GLS 350 d 4MT AMG Line	J	37.2	7.8	199	50	£69100
3.0 aut GLS 350 d 4MT designo Li	J	37.2	7.8	199	50	£78095
5.5 V81T aut 4MAT GLS 63 AMG S	M	23.0	4.6	288	50	£102330

G-Class - 4763x1855mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

3.0 auto G 350 d 4MATIC	M	25.2	9.1	295	50	£87795
5.5 V81T auto AMG G 63 4MATIC	M	20.5	5.4	322	50	£131675
5.5 V81T aut AMG G 63 Cougno Li	M	20.5	5.4	322	50	£147635
5.5 V81T aut AMG G 63 Edition 463	M	20.5	5.4	322	50	£149970

C-Class Coupe - 4696-4750x1810-1877mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

2.0 C 200 Sport	D	53.3	7.7	123	32	£30955
2.0 auto C 300 Sport	F	44.8	6.0	146	36	£35460
2.1 C 220 d Sport	B	68.9	7.8	106	31	£33465
2.1 C 250 d Sport	B	67.3	6.7	109	37	£36120
4.0 V81T auto AMG C 63	J	32.8	4.0	200	47	£61160
4.0 V81T AMG C 63 S	J	32.8	3.9	200	48	£67910

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

E-Class Coupe - 4698x1786mm, EURO-NCAP N/A**DRIVER POWER POS:** 61st

2.1 auto E 200 AMG Line	E	47.1	7.8	140	41	£38635
2.1 auto E 220 d AMG Line	D	57.7	8.3	129	40	£39310
2.0 auto E 350 d AMG Line	E	54.3	6.2	136	47	£42640
3.0 auto E 400 AMG Line	G	40.9	5.2	161	46	£46425

E-Class Cabriolet: add £3370-£3500

S-Class Coupe - 4698x1786mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.6 auto S 500 AMG Line	K	49.6	4.6	219	50	£96195
5.5 V81T auto AMG S 63	L	47.1	4.2	237	50	£125605
6.0 V121T auto AMG S 65	M	37.2	4.1	279	50	£183075

SLC-Class - 4134x1810mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

2.0 SLC 200 Sport	F	43.5	7.0	150	N/A	£30495
2.1 auto SLC 250 d Sport	C	70.6	6.6	114	N/A	£32995
2.0 SLC 200 AMG Line	F	43.5	7.0	150	N/A	£34495
2.1 auto SLC 250 d AMG Line	C	70.6	6.6	114	N/A	£36995
2.0T auto SLC 300 AMG Line	E	47.1	5.8	138	N/A	£39385
3.0 V61T auto AMG SLC 43	I	36.2	4.7	178	N/A	£46355

Auto: add £1485 to SLC 200

SL-Class - 4617x1877mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.0 V61T auto SL 400 AMG Line	H	36.7	4.9	175	50	£73805
4.6 V8 auto SL 500 AMG Line	K	31.4	4.3	205	50	£82850
5.5 V81T auto AMG SL 63	L	28.0	4.1	234	50	£114100
6.0 V121T auto AMG SL 65	M	23.7	4.0	279	50	£173295

Mille Miglia 417 Ed: add £11760 to SL 400, add £12205 to SL 500

AMG GT - 4546x1939mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.0 V81T (462) DCT AMG GT	K	30.4	4.0	216	50	£97200
4.0 V81T (510) DCT AMG GT S	K	30.1	3.8	219	50	£110500

MGwww.mgmotor.co.uk / Brochure: 0845 303 6464 / Dealers: 46
Warranty: 3 years/60000 miles**MG3 - 4018x1729mm, EURO-NCAP☆☆☆****DRIVER POWER POS:** 10th

1.5 (106) 3 Time	D	51.5	10.4	124	4	£8399
1.5 (106) 3 Form	D	51.5	10.4	124	4	£9599
1.5 (106) 3 Form Sport	D	51.5	10.4	124	4	£9899
1.5 (106) 3 Style	D	51.5	10.4	124	4	£10499
1.5 (106) 3 Style Lux	D	51.5	10.4	124	4	£10999

MG6 - 4651x1827mm, EURO-NCAP N/A**DRIVER POWER POS:** 28th

1.9 DTI-TECH S 5dr	C	61.4	8.4	119	17	£13995
1.9 DTI-TECH TS 5dr	C	61.4	8.4	119	17	£16195
1.9 DTI-TECH TL 5dr	C	61.4	8.4	119	17	£17995

MINIwww.mini.co.uk / Brochure: 0800 083 6464 / Dealers: 148
Warranty: 3 years/unlimited miles**MINI - 3821-3850x1727mm, EURO-NCAP☆☆☆☆****DRIVER POWER POS:** 9th

1.2T One	B	61.4	9.9	108	20	£13935
1.5 One D	A	83.1	11.0	89	20	£15075
1.5T Cooper	B	52.0	7.9	105	20	£16085
1.5 Cooper D	A	74.0	9.2	92	17	£16635
2.0T Cooper S	E	49.0	6.8	133	28	£18840
2.0 Cooper SD	B	68.9	7.4	106	23	£19635
2.0T John Cooper Works	G	42.2	6.3	155	29	£23050
2.0T Challenge 210 Edition	E	48.7	N/A	136	N/A	£22990

Auto: add £1270 to One, Cooper, Cooper D, £1495 to Cooper S, £1330 to JCW, £1325 to Challenge, 5dr: add £600 (not JCW, Challenge)

Clubman - 4253x1800mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** N/A

1.5T Cooper	C	55.4	9.1	118	17	£19995
2.0T Cooper S	F	45.6	7.2	144	22	£22755
2.0 Cooper D	B	68.9	8.6	109	18	£22665
2.0 Cooper SD	C	62.8	7.4	119	N/A	£24810

Auto: add £1495 to Cooper, £1595 to Cooper D, £1700 to Cooper S, £1160 to Cooper SD, ALL4: add £1550 to Cooper S, £1440 to Cooper SD

Convertible - 3821x1727mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

1.5T Cooper	C	55.4	8.8	114	N/A	£18475
2.0 Cooper D	A	70.6	10.3	100	N/A	£20225
2.0T Cooper S	E	47.1	7.3	139	N/A	£22430
2.0T John Cooper Works	G	43.5	6.5	152	N/A	£26630

Auto: add £1270 to Cooper, Cooper D, £1625 to Cooper S, £1575 to John Cooper Works

Paceman - 4110x1789mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

1.6 Cooper	E	47.1	10.4	140	16	£19115
1.6 Cooper D	C	64.2	10.8	115	15	£20345
1.6T Cooper S	F	46.3	7.5	143	30	£22485
2.0 Cooper SD	D	61.4	9.2	122	20	£23205
1.6T ALL4 John Cooper Works	H	38.2	6.9	172	33	£29575

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1190 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

Countryman - 4097x1789mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 113th

1.6 Cooper	E	47.0	10.5	140	16	£18625
1.6 Cooper D	C	64.0	10.9	115	16	£19855
1.6T Cooper S	F	46.0	7.6	143	30	£22005
1.6 One	E	47.0	11.9	139	12	£17105
1.6 One D	C	64.0	12.9	115	13	£18105
2.0 Cooper SD	D	61.0	9.3	122	20	£22725
1.6T ALL4 John Cooper Works	H	38.2	7.0	172	33	£28985

Auto: add £1195 to Cooper ALL4, £1260 to Cooper D, ALL4: add £1090 to Cooper D, £1255 to Cooper S or £1220 to Cooper SD

mitsubishiwww.mitsubishi.co.uk / Brochure: 01285 647774 / Dealers: 113
Warranty: 5 years/unlimited miles**Mirage - 3710x1665mm, EURO-NCAP☆☆☆☆****DRIVER POWER POS:** N/A

1.2 Mivec Attivo	A	65.7	11.7	100	18	£11054
1.2 Mivec auto Attivo	A	65.7	12.8	99	18	£12054

ASX - 4295x1770mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 95th

1.6 Mivec 2C	E	48.7	11.5	135	15	£15434
1.6 Mivec 2C-M	E	47.9	11.5	136	15	£17684
1.6 Di-D 2C-M	E	61.4	11.2	119	18	£19554
1.6 Di-D 4WD ZC-H	E	56.5	11.2	132	18	£23684
2.2 Di-D auto 4WD ZC-H	G	48.7	10.8	152	23	£25134

Outlander - 4655x1800mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 66th

2.2 Di-D GX2	E	53.3	10.2	138	22	£24984
2.2 Di-D GX3	E	52.3	10.2	140	23	£27784
2.2 Di-D GX4	E	52.3	10.2	140	24	£31684
2.0 Hybrid auto GX3h PHEV	A	148.011.0	44	26	£29304	
2.0 Hybrid auto GX4h PHEV	A	148.011.0	44	27	£33954	
2.0 Hybrid auto GX4hs PHEV	A	148.011.0	44	24	£36054	

Auto; add £1700 to GX3, add £1450 to GX4, GX3h; add £1000 to GX3, GX5h/GX5hs; add £5000 to GX4h/GX4hs

Auto: add £1700 to GX3, add £1450 to GX4, GX3h+: add £1000 to GX3, GX5h/GX5h+: add £5000 to GX4h/GX4h

L200 - 5205x1785mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** N/A

2.5 Di-D 4Life Double Cab	H	44.1	12.2	169	12	£23698
2.5 Di-D Titan Double Cab	H	42.8	10.4	173	13	£24898
2.5 Di-D Warrior Double Cab	H	42.8	10.4	173	13	£27658
2.5 Di-D Barbarian Double Cab	H	42.8	10.4	173	13	£28558

Auto: add £1400 to Warrior/Barbarian, Black: add £700 to Barbarian

Shogun - 4385-4900x1875mm, EURO-NCAP N/A**DRIVER POWER POS:** 81st

3.2 Di-DC SWB Warrior	K	36.2	9.7	207	32	£29559
3.2 Di-DC SWB SG2	K	36.2	9.7	207	30	£32479
3.2 Di-DC LWB SG2	K	34.9	10.5	213	32	£31959
3.2 Di-DC auto LWB SG3	K	32.3	11.1	224	34	£35224

Auto: add £1685 to SG2/Warrior/Barbarian, Barbarian: add £2630 to Warrior, SG4: add £3000 to SG3, SG5: add £5000 to SG3

MORGANwww.morgan-motor.co.uk / Brochure: 01684 573104 / Dealers: 18
Warranty: 2 years/unlimited miles**3 Wheeler - 3225x1720mm, EURO-NCAP N/A****DRIVER POWER POS:** N/A

2.0 3 Wheeler	N/A	4.5	N/A	N/A	N/A	£25950
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Roadster - 4010x1630-1751mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

1.6 4/4	F	44.1	8.0	143	N/A	£34925
2.0 Plus 4	G	40.4	7.5	162	N/A	£38335
3.7 Roadster	L	28.8	5.5	230	N/A	£48925
4.8 V8 Plus 8	M	23.0	4.5	282	N/A	£74649

4 Seater: add £4920 to 2.0 Plus 4 or £5100 to 3.7 Roadster, auto: add £3000 to Plus 8

Aero - 4147x1751mm, EURO-NCAP N/A**DRIVER POWER POS:** N/A

4.8 V8 auto Aero Coupe	M	23.0	4.5	282	N/A	£9950
4.8 V8 auto Aero Supersports	M	23.0	4.5	282	N/A	£12690

Manual: no cost option

NISSANwww.nissan.co.uk / Brochure: 01923 899334 / Dealers: 225
Warranty: 3 years/60000 miles**Micra - 3780x1675mm, EURO-NCAP☆☆☆☆****DRIVER POWER POS:** N/A

1.2 (80) Visia Limited Edition	C	56.5	13.7	115	5	£7995
1.2 (80) Vibe	C	56.5	13.7	115	5	£8995
1.2 (80) Visia	C	56.5	13.7	115	5	£9640
1.2 (80) Acenta	C	56.5	13.7	115	5	£11615
1.2 (80) Tekna	C	56.5	13.7	115	5	£13015
1.2 DiG-S (98) Visia	A	65.7	11.3	99	8	£11390
1.2 DiG-S (98) Acenta	A	65.7	11.3	99	9	£12175
1.2 DiG-S (98) Tekna	A	65.7	11.3	99	8	£14115

Auto: add £1000 to 1.2 Visia/Vibe/Acenta, £1500 to DiG-S Tekna, n-tec: add £785 to Acenta

Note - 4100x1690mm, EURO-NCAP☆☆☆☆**DRIVER POWER POS:** 143rd

1.2 (80) Visia Limited Edition	B	60.1	13.7	109	6	£9995
1.2 (80) Visia	B	60.1	13.7	109	6	£12280
1.5 dCi (90) Visia	A	78.5	11.9	95	8	£14280
1.2 (80) Acenta	B	60.1	13.7	109	6	£13675
1.2 DiG-S (98) Acenta	A	65.7	11.7	99	10	£14775
1.5 dCi (90) Acenta	A	78.5	11.9	95	8	£15675
1.2 DiG-S (98) Tekna	A	65.7	11.7	99	10	£16620
1.5 dCi (90) Tekna	A	78.5	11.9	95	9	£17520

Auto: add £1100 to DiG-S, Acenta Premium: add £900 to Acenta, n-tec: add £900 to 1.2 (80) Acenta Premium, Tekna Style: add £500 to Tekna

Juke - 4135x1765mm, EURO-NCAP☆☆☆☆

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	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
DRIVER POWER POS: 74th						
1.6 THP (156) Sport	F	44.1	8.3	149	27	£22350
1.6 THP (200) GT	G	42.1	7.6	155	33	£22150
2.0 HDi (163) Sport	E	53.2	8.7	139	29	£24200
1.6 THP (270) R	F	44.8	5.9	145	42	£32250
Auto: add £1140 to 1.6 THP (156), GT: add £2400 to Sport, GT Line: add £350 to 1.6 THP (200) GT						

PORSCHE

www.porsche.co.uk / Brochure: 0845 791 1911 / Dealers: 36
Warranty: 3 years/unlimited miles

Panamera - 4970x1931mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.6 V6 PDK Panamera	J	33.6	6.3	196	46	£64458
3.6 V6 PDK Panamera 4	K	32.4	6.1	203	47	£68169
3.0 V6 Tiptronic Panamera S E-Hybrid	A	91.1	5.5	71	50	£84456
4.8 V8 PDK Panamera S	K	32.5	5.1	204	49	£83134
4.8 V8 PDK Panamera 4S	K	31.7	4.8	208	50	£86775
4.8 V8 PDK Panamera GTS	L	26.4	4.4	249	50	£94316
4.8 V8TT PDK Panamera Turbo	L	27.7	4.1	239	50	£108931
4.8 V8TT PDK Panamera Turbo S	L	27.7	4.1	239	50	£132077

Macan

Macan - 4681x1923mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
2.0T PDK Macan	H	39.2	6.9	168	35	£43553
3.0 V6 PDK Macan S	K	32.5	5.4	204	40	£46640
3.0 V6 PDK Macan S Diesel	G	46.3	6.3	159	39	£46177
3.0 V6 PDK Macan GTS	K	31.4	5.2	212	N/A	£55883
3.6 V6T PDK Macan Turbo	K	31.7	4.8	208	44	£63235

Cayenne

Cayenne - 4855x1939x1954mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.6 V6 Tiptronic Cayenne	K	30.7	7.7	215	44	£50271
3.0 V6 Tiptronic Cayenne Diesel	H	42.8	7.3	173	45	£50791
3.0 V6 Tiptronic Cayenne S E-Hybrid	A	83.1	5.9	79	49	£62154
4.2 V8 Tiptronic Cayenne S Diesel	K	35.3	5.4	209	50	£62794
4.8 V8 Tiptronic Cayenne S	K	29.7	5.5	223	48	£61540
3.6 V6 Tiptronic Cayenne GTS	L	28.8	5.2	228	50	£73448
4.8 V8TT Tiptronic Cayenne Turbo	M	25.2	4.5	261	50	£94729
4.8 V8TT Tiptronic Cayenne Turbo S	M	24.6	4.1	267	50	£119610

718 Boxster

718 Boxster - 4379x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.0T 718 Boxster	H	38.8	5.1	168	N/A	£41739
2.5T 718 Boxster S	I	34.9	4.6	184	N/A	£50695
PDK: add £1922						

Cayman

Cayman - 4380-4438x1801mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
2.7 Cayman	J	34.4	5.7	192	37	£40239
3.4 Cayman S	K	32.1	5.0	206	41	£49478
3.4 Cayman GTS	K	31.4	4.9	211	43	£50692
3.4 Cayman GT4	L	27.4	4.4	238	48	£65376
PDK: add £1782 (add £2351 to GTS, not GT4)						

911

911 - 4491-4545x1808-1880mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
3.0TT Carrera	J	34.0	4.6	190	47	£76957
3.0TT Carrera S	J	32.5	4.3	199	48	£86402
3.6 Carrera GTS	K	29.7	4.4	223	47	£91793
3.0TT Carrera Cabriolet	J	33.2	4.8	195	50	£85798
3.0TT Carrera S Cabriolet	K	32.1	4.7	202	50	£95393
3.6 Carrera GTS Cabriolet	L	29.1	4.6	228	50	£100527
3.0TT Carrera 4	K	36.7	4.5	201	N/A	£82093
3.0TT Carrera 4S	K	35.8	4.2	204	N/A	£91538
3.6 Carrera 4 GTS	L	28.5	4.4	233	50	£96787
3.0TT Carrera 4 Cabriolet	K	35.8	4.7	206	N/A	£90935
3.0TT Carrera 4S Cabriolet	K	35.3	4.4	208	N/A	£100379
3.6 Carrera 4 GTS Cabriolet	L	28.2	4.6	235	50	£105310
3.0TT Targa 4	K	35.8	4.7	206	N/A	£90935
3.0TT Targa 4S	K	35.3	4.4	208	N/A	£100379
3.8 Targa 4 GTS	L	28.2	4.7	237	50	£105310
3.8 PDK Turbo	K	31.0	3.0	212	50	£126925
3.8 PDK Turbo S	K	31.0	2.9	212	50	£145773
3.8 PDK Turbo Cabriolet	K	30.4	3.1	216	50	£135766
3.8 PDK Turbo S Cabriolet	K	30.4	3.0	216	50	£154614
3.8 PDK GT3	M	22.8	3.5	289	49	£101695
4.0 PDK GT3 RS	M	22.2	3.3	296	50	£132451
PDK: add £2238-£2947						

RENAULT

www.renault.co.uk / Brochure: 0800 072 3372 / Dealers: 153
Warranty: 4 years/100,000 miles

Twizy - 2338x1234mm, EURO-NCAP N/A DRIVER POWER POS: N/A						
17hp Expression	A	N/A	N/A	0	10	£6895
17hp Dynamique	A	N/A	N/A	0	11	£7595
Battery hire: £45-£67 per month						

Twingo

Twingo - 3590x1640mm, EURO-NCAP ★★★★★ DRIVER POWER POS: N/A						
1.0 SSc (70) Expression	B	62.8	12.0	105	2	£9495
1.0 SSc (70) Play	B	62.8	12.0	105	3	£9995
1.0 SSc (70) S&S Dynamique	A	67.3	12.0	95	3	£10995
0.9T Tce (90) S&S Dynamique	A	65.7	12.0	99	8	£11695
0.9T Tce (90) S&S Dynamique S	A	65.7	10.8	99	8	£12545
Auto: add £900 to 0.9T Tce, Dynamique S: add £900 to 1.0 SSc, Dynamique, Twingo Iconic: same price as Dynamique S						

Zoe

Zoe - 4084x1730mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 5th						
75hp Zoe Expression Nav	A	N/A	13.5	0	15	£13445
75hp Zoe Dynamique Nav	A	N/A	13.5	0	16	£15045
75hp Zoe i-Expression	A	N/A	13.5	0	15	£18445
75hp Zoe i-Dynam Zen/Intens	A	N/A	13.5	0	16	£20045
Battery hire: from £25 per month (included with 'Y' models)						

Clio

Clio - 4062x1731mm, EURO-NCAP N/A DRIVER POWER POS: 70th						
1.2 16v (75) Expression	D	51.4	15.4	127	7	£11145
1.2 16v (75) Play	D	51.4	15.4	127	7	£12675
1.2 16v (75) Dynamique Nav	D	51.4	15.4	127	8	£13675
0.9T Tce (90) Play	B	62.8	12.2	104	9	£13675
0.9T Tce (90) Dynamique Nav	B	62.8	12.2	104	9	£14675
1.5 dCi (90) Play	A	83.1	11.7	90	13	£14675
1.5 dCi (90) Dynamique Nav	A	83.1	11.7	90	13	£15975
0.9T Tce (90) Dynamique S Nav	B	62.8	12.2	105	10	£15675
1.5 dCi (90) Dynamique S Nav	A	83.1	11.9	93	13	£16975

1.2 Tce (120) EDC GT Line	C	54.3	9.9	120	14	£17725
1.6T (200) EDC Renaultsport	E	47.9	6.7	133	29	£19130
1.6T (200) EDC Renaultsport Lux	E	47.9	6.7	133	29	£20280
1.6T (220) EDC Renaultsport Trophy	E	47.9	6.6	135	29	£21780
Auto: add £1300 to dCi Dynamique, Dynamique S, ECO: add £250 to 1.5 dCi Play and Dynamique, Iconic: add £1100 to Dynamique S						

Megane

Megane - 4295x1808mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 94th						
1.5 Energy dCi (110) Expression+	B	68.9	12.3	106	16	£18245
1.2 Energy Tce (115) Expression+	C	53.3	10.9	119	16	£17570
1.2 Energy Tce (115) Limited Nav	C	53.3	10.9	119	16	£19070
1.5 Energy dCi (110) Limited Nav	B	68.9	12.3	106	16	£19745
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	17	£18570
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	15	£20245
1.6 Energy dCi (130) Limited Nav	B	70.6	9.8	104	17	£20245
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	17	£19745
2.0 Tce GT 220	H	38.7	7.6	169	31	£23250
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Sport Tourer: add £1000						

Megane Coupe

Megane Coupe - 4299x1808-1848mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 94th						
1.5 Energy dCi (110) Limited	B	68.9	12.3	106	16	£21445
1.2 Energy Tce (115) Dynam Nav	C	53.3	10.9	119	14	£19345
1.5 Energy dCi (110) Dynam Nav	B	68.9	12.3	106	20	£20945
1.6 Energy dCi (130) Dynam Nav	B	70.6	9.8	104	20	£21445
2.0 Tce GT 220	H	38.7	7.6	169	31	£24235
2.0T Renaultsport 275 Cup-S	H	37.7	6.0	174	36	£23935
2.0T Renaultsport 275 Nav	H	37.7	6.0	174	36	£25935
2.0T Renaultsport 275 Trophy-R	H	37.7	5.8	174	39	£36430
Auto: add £1000 to dCi (110), GT Line Nav: add £1500 to Dynamique Nav (not 1.6 (110)), Coupe Cabrio: add £3600						

Scenic

Scenic - 4366x1845mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 78th						
1.2 Tce (115) XMOD Dynam Nav	E	46.3	11.7	140	18	£20555
1.5 dCi (110) XMOD Dynam Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) XMOD Dynam Nav	C	64.2	10.3	114	24	£22495
1.2 Tce (130) XMOD Dynam Nav	F	44.1	11.4	145	20	£22405
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£20555
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£21055
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21395
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£22495
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi (not XMOD)						

Grand Scenic

Grand Scenic - 4573x1845mm, EURO-NCAP ★★★★★ DRIVER POWER POS: 78th						
1.2 Tce (115) S/S Dynamique Nav	E	47.9	11.7	135	19	£21790
1.2 Tce (130) S/S Dynamique Nav	E	45.6	11.4	140	20	£22125
1.5 dCi (110) S/S Dynamique Nav	B	68.9	12.5	105	19	£21615
1.6 dCi (130) S/S Dynamique Nav	C	64.2	10.3	114	24	£23715
Auto: add £1100 to 1.5 dCi (110), Limited: add £500 to 1.2 Tce, 1.5/1.6 dCi						

Captur

DRIVER POWER POS: 44th						
0.9T Tce (90) Expression+	C	56.5	13.0	115	9	£14295
1.5 dCi (90) Expression+	A	76.4	13.1	95	11	£15995
0.9T Tce (90) Dynamique Nav	C	56.5	13.0	115	9	£15395
1.5 dCi (90) Dynamique Nav	A	76.4	13.1	95	12	£16995
1.2 Tce (120) EDC Dynamique Nav	D	52.3	10.9	125	14	£17695
1.5 dCi (110) Dynamique Nav	A	76.4	11.0	98	16	£17695
Dynamique S Nav: add £1500 to Dynamique Nav, Signature Nav: add £2500 to Dynamique Nav, Iconic: same price as Signature						

	Eco band	MPG	0-60mph	CO ₂	Insurance group	List price
1.0 12v (75) SE SC 3dr	C	54.3	14.3	118	8	£12575
1.0 12v (75) Vista SC 3dr	C	54.3	14.3	118	8	£12995
1.0 EcoTSI (95) SE SC 3dr	A	68.9	10.4	94	14	£13525
1.2 TSI (90) Connect SC 3dr	C	57.6	10.7	116	13	£14170
1.2 TSI (110) FR SC 3dr	C	54.3	9.1	119	18	£14485
1.2 TSI (110) FR Red Edition SC 3dr	C	54.3	9.1	119	18	£15285
1.0 EcoTSI (110) DSG FR SC 3dr	B	64.2	9.3	102	17	£15690
1.4 EcoTSI (150) FR SC 3dr	B	58.9	7.6	110	24	£16245
1.4 TDI (75) S A/C 5dr	B	74.3	12.9	101	13	£14645
1.4 TDI (75) SE Ecomotive 5dr	B	74.3	12.9	101	13	£15575
1.4 TDI (105) FR SC 3dr	A	78.5	9.9	95	19	£16885

5dr: add £450 to SC (not 1.0 E), ST: add £700 (selected models)

Toledo - 4482x1703mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.2 TSI (110) Style	B	58.9	9.9	110	16	£16495
1.4 TDI (90) DSG SE	A	78.5	11.8	99	14	£17215
1.6 TDI (115) SE	B	68.9	10.0	109	17	£17380
1.2 TSI (110) Style Advanced	B	58.9	9.9	110	16	£17735
1.6 TDI (115) Style	B	67.3	10.0	109	17	£18800
1.6 TDI (115) Style Advanced	B	67.3	10.0	109	17	£19590

Leon - 4263x1784mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 4th						
1.6 TDI (110) S 5dr	B	70.6	10.5	102	15	£18230
1.2 TSI (110) SE 5dr	C	57.6	9.9	114	13	£17700
1.4 TSI (125) SE 5dr	C	54.3	9.1	120	16	£18300
1.6 TDI (110) SE 5dr	B	70.6	10.5	102	15	£19400
1.6 TDI (110) SE Ecomotive 5dr	A	78.5	10.5	94	14	£20390
2.0 TDI (150) SE 5dr	B	65.7	8.4	110	19	£20750
1.4 EcoTSI (150) FR 5dr	C	57.6	8.0	115	20	£20525
1.8 TSI (180) FR 5dr	E	47.1	7.5	138	25	£21565
2.0 TDI (150) FR 5dr	C	64.2	8.4	112	20	£22355
2.0 TDI (184) FR 5dr	C	62.8	7.5	118	26	£23345
2.0 TSI (200) Cupra 5dr	C	42.2	5.8	156	35	£28675
2.0 TDI (150) X-PERIENCE SE	B	58.9	8.7	125	19	£24920
2.0 TDI (184) DSG X-PER SE Tech	E	52.3	7.1	139	23	£30010

DSG: add £1250 to 1.2 TSI SE, 1.8 TSI FR, 1.6 TDI SE, 2.0 TDI, Leon SC 3dr: £300 less than 5dr, Leon ST estate: add £825

Alhambra - 4854x1904mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.4 TSI (150) S	F	43.5	9.9	150	16	£24885
2.0 TDI (150) S Ecomotive	D	56.5	10.2	130	19	£26775
1.4 TSI (150) SE	G	43.5	9.9	151	16	£26785
2.0 TDI (150) SE Ecomotive	E	55.4	10.2	132	19	£28675
2.0 TDI (150) Connect Ecomotive	E	55.4	10.2	132	20	£29715
2.0 TDI (150) SE Lux Ecomotive	E	55.4	10.2	132	20	£32115
2.0 TDI (150) FR Line Ecomotive	E	55.4	10.2	132	20	£30405
2.0 TDI (184) SE Lux	E	53.3	9.4	139	23	£33540
2.0 TDI (184) FR Line	E	53.3	9.4	139	23	£34470

DSG: add £1305

SKODA

www.skoda.co.uk / Brochure: 0845 774 5745 / Dealers: 135
Warranty: 3 years/60000 miles

Citigo - 3563x1641mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 31st						
1.0 MPI (60) S 3dr	B	62.8	14.4	105	1	£8275
1.0 MPI (60) SE 3dr	B	62.8	14.4	105	1	£9135
1.0 MPI (60) Black Edition 3dr	B	62.8	14.4	105	2	£9890
1.0 MPI (60) Monte Carlo 3dr	B	62.8	14.4	105	1	£10670
1.0 MPI (75) SE L 3dr	B	63.7	13.2	98	2	£10465

ASG auto: add £305 to SE and SE L (75), 5dr: add £350, GreenTech: add £360 to (60) SE and Elegance

Fabia - 3992x1732mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 MPI (60) S	B	60.1	15.7	106	2	£10600
1.0 MPI (75) S	B	58.8	14.7	108	4	£11460
1.2 TSI (110) DSG S	B	60.1	9.4	109	13	£13740
1.4 TDI (90) S	A	83.1	11.1	88	12	£14090
1.0 MPI (75) SE	B	58.8	14.7	108	5	£12760
1.2 TSI (90) SE	B	60.1	10.9	107	10	£13390
1.2 TSI (110) SE	B	58.8	9.4	110	14	£14040
1.4 TDI (90) SE	A	83.1	11.1	88	12	£15390
1.4 TDI (105) SE L	A	80.7	10.1	90	14	£16840

Auto: add £1000 to 1.2 TSI (110) and 1.4 TDI (90), SE L: add £850 to SE, Monte Carlo: add £1,035 to SE L, Estate: add £1000 to selected models

Rapid - 4483x1706mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 25th						
1.2 (90) S	B	60.1	11.3	107	13	£14400
1.2 (90) SE	B	60.1	11.3	107	13	£15375
1.2 TSI (110) SE	B	57.7	9.8	110	17	£16115
1.2 TSI (110) Sport	B	57.7	9.8	110	17	£16165
1.4 TSI (125) DSG SE	C	58.9	9.0	114	19	£17710
1.4 TDI (90) S	A	78.5	11.1	94	14	£16280
1.6 TDI (115) S	B	67.3	10.0	109	17	£17160
1.4 TDI (90) SE	A	78.5	11.7	94	14	£17255
1.6 TDI (115) SE	B	67.3	10.0	109	17	£18135

Rapid Spaceback: add £540, DSG: add £1160 to 1.4 TDI, SE L: add £750 to SE

Octavia - 4659x1814mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 11th						
1.2 TSI (110) S	C	57.7	10.2	114	13	£16285
1.6 TDI (110) S	A	74.3	10.6	99	13	£18300
1.2 TSI (110) SE	C	57.7	10.2	114	18	£17635
1.4 TSI (150) SE	C	55.4	8.1	118	18	£18810
1.6 TDI (110) SE	A	74.3	10.6	99	13	£19650
2.0 TDI (150) SE	B	70.6	8.4	106	19	£20535
1.4 TSI (140) SE L	C	55.4	8.1	118	19	£20510
1.6 TDI (110) SE L	A	74.3	10.6	99	14	£21350
2.0 TDI (150) SE L	B	70.6	8.4	106	20	£22235
1.8 TSI (180) Laurin & Klement	E	47.9	7.3	135	25	£26630
2.0 TDI (150) Laurin & Klement	A	70.6	8.4	106	22	£26465
1.6 TDI (110) GreenLine III	C	80.7	10.6	90	15	£20225
2.0 TDI (184) vRS	C	64.2	8.1	115	26	£24475
2.0 TSI (220) vRS	F	45.6	6.8	142	29	£24230
2.0 TSI (230) vRS	F	45.6	6.7	142	30	£26350
2.0 TDI (150) 4x4 Scout	D	58.9	9.1	125	19	£25405
2.0 TDI (184) DSG 4x4 Scout	D	56.5	7.8	129	22	£28200

DSG: add £1250 (£1390 to vRS), Estate: add £1200, SE Business: same price as SE (1.6 TDI & 2.0 TDI engines only), 4x4: add £1450 to 2.0 TDI (150) Estates, 2.0 TDI vRS DSG hatch and Estate

Superb - 4856x4861x1864mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.4 TSI (125) S	D	52.3	9.9	125	14	£18640
1.6 TDI (120) S	B	68.9	10.9	108	12	£20040
1.4 TSI (150) SE	C	57.7	8.6	115	18	£21190
1.6 TDI (120) SE	B	68.9	10.9	108	13	£21590
1.6 TDI (120) SE Greenline	A	76.4	11.0	95	13	£22255
2.0 TDI (150) SE	B	68.9	8.9	108	18	£22090
1.4 TSI (150) SE L Executive	C	57.7	8.6	116	19	£24220
2.0 TDI (220) DSG SE L Executive	F	45.6	7.0	143	24	£27020
2.0 TDI (280) 4x4 DSG SE L Exec	C	39.8	5.8	165	27	£31020
2.0 TDI (150) SE L Executive	B	68.9	8.9	109	19	£25120
2.0 TDI (190) SE L Executive	B	68.9	8.0	107	24	£27320

DSG: add £1400, Estate: add £1200, 4x4: add £1500 to 2.0 TDI (150) (not SE Business), 2.0 TDI (190) DSG, SE Business: same as SE diesels, Laurin & Klement: add £3620 to SE L Exec (not 1.4 TSI)

Yeti - 4223x1793mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: 2nd						
1.2 TSI (110) S	D	51.4	10.9	128	15	£17000
1.2 TSI (110) SE	D	51.4	10.9	128	15	£18550
2.0 TDI (110) S	C	62.8	11.6	118	14	£18300
2.0 TDI (110) SE	C	62.8	11.6	118	14	£19850
2.0 TDI (150) Monte Carlo 4x4	E	55.4	9.1	134	21	£24375
1.4 TSI (150) Outdoor L&K 4x4	A	44.8	8.7	147	21	£24960
1.4 TSI (150) Outdoor SE 4x4	E	55.4	9.1	134	20	£22690
2.0 TDI (150) Outdoor L&K 4x4	E	55.4	9.1	134	21	£26180

DSG: add £1100 to 1.2 TSI, 2.0 TDI (150) 4x4, Yeti Outdoor: same price as standard car, SE L: add £1830 to SE, SE Business: same price as SE (2.0 TDI (150) Outdoor only), 4x4: add £1730 to 2.0 TDI (110) Outdoor S and Outdoor SE

SMART

www.thsmart.co.uk / Brochure: 0808 000 8080 / Dealers: 48
Warranty: 3 years/unlimited miles

fortwo - 2695x1663mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 (71) passion	A	68.9	14.4	93	3	£11125
1.0 (71) prime	A	68.9	14.4	93	3	£11820
1.0 (71) edition black/white	A	68.9	14.4	93	3	£13310
0.9T (90) passion	A	67.3	10.4	97	8	£11720
0.9T (90) prime	A	67.3	10.4	97	8	£12415
0.9T (90) edition black/white	A	67.3	10.4	97	8	£13710

Auto: add £995, proxy: same price as prime, fortwo cabrio: add £2140 (not edition black, edition white)

forfour - 3495x1665mm, EURO-NCAP ★★★★★						
DRIVER POWER POS: N/A						
1.0 (71) passion	A	67.3	15.9	97	2	£11620
1.0 (71) prime	A	67.3	15.9	97	2	£12315
1.0 (71) edition black/white	A	67.3	15.9	97	2	£13210
0.9T (90) passion	A	65.7	11.2	99	8	£12215
0.9T (90) prime	A	65.7	11.2	99	8	£12910
0.9T (90) edition black/white	A	65.7	11.2	99	8	£13805

Auto: add £995, proxy: same price as prime, night sky roof: add £625 (not passion, edition black, edition white)

SSANGYONG

www.ssangyonggb.co.uk / Brochure: 0845 456 4056 / Dealers: 68
Warranty: 5 years/unlimited miles

Turismo - 5130x1915mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
2.2 SE	J	39.2	N/A	189	34	£18995
2.2 EX	J	39.2	N/A	189	34	£20995
2.2 EX auto 4WD	K	36.2	N/A	205	36	£24995

Auto: add £1500 to EX

Tivoli - 4195x1795mm, EURO-NCAP N/A						
DRIVER POWER POS: N/A						
1.6 e-XGi SE	F	44.1	12.0	149	14	€12950
1.6 e-XDi SE	C	65.7	12.0	113	17	€14200
1.6 e-XGi EX	F	44.1	12.0	149	14	€14600
1.6 e-XDi EX	C	65.7	12.0	113	17	€15850
1.6 e-XDi auto ELX 4WD	D	47.9	N/A	123	N/A	€19500
Auto: add €1000 to EX and ELX; add €1400 to EX, 4WD; add €1250 to EX and ELX diesel manual						

Corsa - 4021x1736-1746mm, **EURO-NCAP★★★★**
DRIVER POWER POS: N/A

1.4i (75) Sting 3dr	C	55.4	14.9	118	2	£9495
1.4i (90) ecoFLEX Sting 3dr	C	55.4	13.2	119	6	£9740
1.0T (115) S/e ecoFLEX Sting R 3dr	C	57.6	10.3	114	11	£11395
1.4i (75) Energy 3dr	C	55.4	14.9	118	3	£12400
1.4i (90) ecoFLEX Energy 3dr	C	55.4	13.2	119	6	£12645
1.0T (115) S/e ecoFLEX Energy 3dr	C	57.6	10.3	114	12	£14430
1.4T (100) S/e ecoFLEX Energy 3dr	C	55.4	11.0	119	10	£13600
1.3 CDTi (75) S/e eFLX Energy 3dr	A	74.3	14.8	100	6	£14850
1.4i (75) Limited Edition 3dr	C	55.4	14.9	118	3	£14515
1.4i (90) Limited Edition 3dr	D	54.3	13.2	121	7	£14760
1.4T (100) S/e ecoFLEX Ltd Ed 3dr	C	55.4	11.0	119	10	£15415
1.0T (115) S/e ecoFLEX Ltd Ed 3dr	C	57.6	10.3	115	13	£16245
1.4i (75) Design 3dr	C	55.4	14.9	118	3	£11335
1.4i (90) Design 3dr	C	54.3	13.2	121	6	£11580
1.0T (90) S/e ecoFLEX Design 3dr	B	57.6	11.9	102	9	£13065
1.3 CDTi (75) S/e eFLX Design 3dr	A	74.3	14.8	100	6	£13485
1.3 CDTi (95) S/e eFLX Design 3dr	A	85.6	11.9	87	9	£13985
1.4i (75) SRI 3dr	C	55.4	14.9	118	3	£12005
1.4i (90) SRI 3dr	C	55.4	13.2	119	6	£12250
1.0T (90) S/e ecoFLEX SRI 3dr	A	57.6	11.9	100	9	£13735
1.4T (100) S/e ecoFLEX SRI 3dr	C	55.4	11.0	119	10	£13905
1.3 CDTi (75) S/e eFLX SRI 3dr	A	76.3	14.8	99	6	£14155
1.3 CDTi (95) S/e eFLX SRI 3dr	A	88.3	11.9	85	9	£14655
1.4i (75) SE 3dr	C	55.4	14.9	118	3	£12900
1.4i (90) ecoFLEX SE 3dr	C	55.4	13.2	119	6	£13145
1.0T (90) S/e ecoFLEX SE 3dr	A	57.6	11.9	100	9	£14630
1.4T (100) S/e ecoFLEX SE 3dr	C	55.4	11.0	119	10	£13800
1.3 CDTi (75) S/e eFLX SE 3dr	A	76.3	14.8	99	7	£15050
1.3 CDTi (95) S/e eFLX SE 3dr	A	88.3	11.9	85	9	£15550
1.6T (205) VXR 3dr	H	37.7	6.5	174	30	£18375

Auto: add £655 to 1.4i (90) (not Sting, Limited Edition), 5dr: add £600 (not Sting R), SRI VX-Line: add £1035 to SRI

Astra - 4370x1809mm, **EURO-NCAP★★★★**
DRIVER POWER POS: N/A

1.4 (100) Design	D	53.3	11.6	124	9	£15295
1.0T (105) ecoFLEX Design	A	65.7	10.5	99	12	£15995
1.4T (125) Design	D	52.3	8.6	124	16	£16045
1.4T (150) auto Design	D	52.3	8.5	125	18	£17695
1.6 CDTi (110) Design	A	78.5	10.3	95	15	£16995
1.6 CDTi (136) Design	A	76.3	9.0	99	19	£18180
1.4 (100) Energy	D	53.3	11.6	124	10	£17295
1.0T (105) ecoFLEX Energy	A	65.7	10.5	99	13	£17995
1.4T (125) Energy	D	52.3	8.6	124	16	£18045
1.6 CDTi (110) Energy	A	78.5	10.3	95	16	£18995
1.4 (100) SRI	D	52.3	11.6	127	7	£17895
1.0T (105) ecoFLEX SRI	B	64.2	10.5	102	11	£18595
1.4T (150) SRI	D	51.4	7.8	128	17	£18895
1.6T (200) SRI	F	45.6	7.3	146	20	£20435
1.6 CDTi (110) SRI	A	76.3	10.3	97	14	£19595
1.6 CDTi (136) SRI	B	72.4	9.0	103	16	£20780
1.6 BiCDTi (160) SRI	B	69.3	8.0	108	19	£21395

Auto: add £400 to 1.0T, £1400 to 1.4T (150), £1320 to 1.6 CDTi (136), ecoFLEX: add £500 to 1.6 CDTi (110), Tech Line: add £700 to Design, Elite: add £720 to SRI (not 1.4 (100)), Astra Sports Tourer: add £1290 (selected models)

Insignia - 4842x1856mm, **EURO-NCAP★★★★**
DRIVER POWER POS: 165th

1.8 VVT (140) Design 5dr	H	38.7	11.5	169	14	£17184
1.4T (140) S/e Design 5dr	D	53.3	10.9	124	15	£17984
1.6 CDTi (136) S/e Design eFLX 5dr	A	74.3	10.9	99	17	£19774
2.0 CDTi (170) S/e Design 5dr	C	65.7	9.0	114	22	£20574
1.8 VVT (140) Energy 5dr	H	38.7	11.5	169	15	£20639
1.4T (140) S/e Energy 5dr	D	51.4	10.9	129	15	£21439
1.6 CDTi (136) S/e Energy 5dr	B	72.4	10.9	104	18	£23144
2.0 CDTi (170) S/e Energy 5dr	C	62.8	9.0	118	23	£23944
1.8 VVT (140) SRI 5dr	H	39.2	11.5	169	14	£18984
1.4T (140) S/e SRI 5dr	D	51.4	10.9	129	15	£19784
1.6 CDTi (136) S/e SRI ecoFLEX 5dr	A	74.3	10.9	99	17	£21574
2.0 CDTi (170) S/e SRI ecoFLEX 5dr	C	62.8	9.0	114	23	£22374
2.0T (250) S/e SRI VX-Line 5dr	J	35.8	7.7	186	26	£23044
1.6 CDTi (136) S/e SRI eFLX 5dr	B	72.4	10.9	104	18	£24204
2.0 CDTi (170) S/e SRI eFLX 5dr	C	62.8	9.0	118	23	£25004
2.8 V6t VXR SuperSport 5dr	L	27.0	5.6	249	37	£30619

Auto: add £1640 to 2.0 CDTi (130), £1660 to 2.0 CDTi (163), £2010 to 2.0T, Sports Tourer: add £1430, Limited Edition: add £1350 to Energy, SRI VX-Line: add £1220 to SRI (not 1.8T1, 4T1, SE: same price, SRI (not 1.8), Tech Line: add £850 to SRI (not 1.8)

Meriva - 4288x1812mm, **EURO-NCAP★★★★**
DRIVER POWER POS: 186th

1.4 VVT (100) Life	E	47.1	14.0	140	8	£13160
1.4 VVT (100) Exclusiv	E	47.1	14.0	140	9	£18030
1.4T (120) Exclusiv	E	47.9	11.3	139	13	£18760
1.4T (140) Exclusiv	F	44.8	10.1	149	14	£19590
1.6 CDTi (95) ecoFLEX Exclusiv	B	67.0	13.8	105	13	£20570
1.6 CDTi (110) ecoFLEX Exclusiv	B	74.3	12.5	99	16	£20880
1.6 CDTi (136) ecoFLEX Exclusiv	C	64.2	9.9	116	17	£21040
1.4 VVT (100) Tech Line	E	47.1	14.0	140	8	£14164
1.6 CDTi (95) ecoFLEX Tech Line	B	68.9	10.6	108	14	£16995
1.6 CDTi (136) ecoFLEX Tech Line	C	64.2	9.9	116	16	£17340
1.4 VVT (100) SE	E	47.1	14.0	140	9	£19125
1.4T (120) SE	E	47.9	11.3	139	14	£19885
1.4T (140) SE	F	44.8	10.1	151	14	£20685
1.6 CDTi (110) ecoFLEX SE	A	74.3	12.5	99	17	£21985
1.6 CDTi (136) ecoFLEX SE	C	64.2	9.9	116	16	£22145

Auto: add £1420 to 1.4T (120)

Zafira Tourer - 4658x1884mm, **EURO-NCAP★★★★**
DRIVER POWER POS: 79th

1.4T (140) Design	G	42.2	9.9	158	16	£17710
1.6 CDTi (136) S/e ecoFLEX Design	B	68.9	10.4	109	17	£20525
2.0 CDTi (170) S/e Design	G	57.7	9.1	129	22	£20725
1.4 (140) Exclusiv	G	42.2	9.9	158	16	£12025
1.6 CDTi (136) S/e eFLX Exclusiv	B	68.9	10.4	109	17	£23840
2.0 CDTi (170) S/e S/e Exclusiv	D	57.7	9.1	129	22	£24040
1.4T (140) Energy	G	42.2	9.9	158	16	£20830
1.6 CDTi (136) S/e ecoFLEX Energy	B	68.9	10.4	109	17	£23645
2.0 CDTi (170) S/e S/e Energy	D	57.7	9.1	129	22	£23845
1.4T (140) SRI	G	42.2	9.9	158	15	£22375
1.6 CDTi (136) S/e ecoFLEX SRI	B	68.9	10.4	109	16	£25190
2.0 CDTi (170) S/e SRI	D	57.7	9.1	129	21	£25455
1.4T (140) SE	G	42.2	9.9	158	15	£22660
1.6 CDTi (136) S/e ecoFLEX SE	B	68.9	10.4	109	16	£25475
2.0 CDTi (170) S/e SE	D	57.7	9.1	129	21	£25675

Auto: add £1520 to 1.4T, £1120 to 2.0 CDTi (70), Tech Line: add £1195 to Design, Elite: add £1480 to SE

Mokka - 4280x1777mm, **EURO-NCAP N/A**
DRIVER POWER POS: 88th

1.6 16v (115) S/e Exclusiv	G	41.5	11.9	159	6	£18749
1.4T (140) S/e Exclusiv	F	45.6	9.3	145	12	£19842
1.6 CDTi (110) S/e eFLX Exclusiv	B	68.9	11.7	109	13	£20614
1.6 CDTi (136) S/e eFLX Exclusiv	B	68.9	9.3	109	15	£20964

Auto: add £915 to 1.4T, £1005 to 1.6 CDTi (136), £404 to £1720, Tech Line: £2000 less than Exclusiv, SE: add £2500 to Exclusiv

Antara - 4596x1850mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

2.2 CDTi (163) SE Nav Award	H	43.0	9.9	175	25	£27160
2.2 CDTi (163) Exclusiv FWD	H	45.0	9.9	167	25	£21900

Diamond: add £800 to Exclusiv

GTC - 4466x1840mm, **EURO-NCAP★★★★**
DRIVER POWER POS: 172nd

1.4T (120) S/S SRI	F	47.1	10.2	142	14	£20225
1.4T (140) S/S SRI	F	47.1	9.0	142	16	£20625
1.6T (200) S/S SRI	F	44.8	7.3	149	27	£21975
1.6 CDTi (110) S/S ecoFLEX SRI	C	67.3	11.6	111	15	£22945
1.6 CDTi (136) S/S ecoFLEX SRI	C	65.7	9.5	115	19	£23760
2.0T (280) VXR	I	36.2	6.0	184	35	£28300

Auto: add £1325 to 1.4T (140), Limited Edition: add £2000

Cascada - 4696x1839mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

1.4T (140) S/S SE	F	44.1	10.2	149	20	£24790
1.4T (140) S/S Elite	F	44.1	10.2	149	21	£28415
1.6T (170) auto Elite	H	38.7	9.2	172	24	£31035
1.6T (200) S/S Elite	G	42.2	8.5	158	26	£30050
2.0 CDTi (170) S/S Elite	D	57.6	9.6	129	25	£30425

VXR6 - 4941x1781mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

6.2 V8 GTS	M	18.5	4.9	363	50	£55500
6.2 V8 GTS auto	M	18.0	5.0	373	50	£57200
6.2 V8 Maloo R6	M	18.5	4.6	363	50	£54500
6.2 V8 Maloo R8 auto	M	17.9	5.0	366	50	£56200

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up! - 3540x1641mm, **EURO-NCAP★★★★**
DRIVER POWER POS: 56th

1.0 (60) Take up! 3dr	B	63.0	14.4	105	1	£8870
1.0 (60) Move up! 3dr	B	63.0	14.4	105	1	£9925
1.0 (75) High up! 3dr	B	60.0	13.2	108	2	£11500
1.0 (75) Club/Street up! 3dr	B	60.0	13.2	108	5	£12110
1.0 (75) Rock up! 3dr	B	60.0	13.2	108	4	£13580
BEV (82) e-up! 1dr	A	N/A	12.4	0	10	£19795

Auto: add £595 to Move up!/High up!, 5dr: add £375 to 3dr, BMT: add £360 to Moveup!/High up!, Look up: add £70 to Move up!

Polo - 3970-3972x1682mm, **EURO-NCAP★★★★**
DRIVER POWER POS: 167th

1.0 (60) S 3dr	B	60.1	15.5	106	7	£11300
1.0 (60) S A/C 3dr	B	60.1	15.5	106	8	£12020
1.0 (60) Match 3dr	B	60.1	15.5	106	8	£12735
1.0 (75) Match 3dr	B	58.9	14.3	108	10	£13260
1.2 TSI (90) Match 3dr	B	60.1	10.8	107	15	£13880
1.2 TSI (90) R-Line 3dr	B	60.1	10.8	107	15	£16380
1.4 TDI (75) Match 3dr	A	83.1	12.9	88	13	£14945
1.0 TSI (110) SEL 3dr	B	58.9	9.3	110	19	£16310
1.0 TSI (110) R-Line 3dr	B	58.9	9.3	110	19	£16960
1.0 TSI (95) BlueMotion 3dr	A	68.9	10.5	94	16	£14780
1.4 TDI (90) SEL 3dr	A	83.1	10.9	88	16	£16820
1.4 TDI (90) R-Line 3dr	A	83.1	10.9	88	16	£17470
1.4 TSI ACT (150) Blue GT 3dr	B	58.9	7.8	110	24	£17910
1.8 TSI (192) GTI 3dr	E	47.1	6.7	139	29	£18900

DSG: add £1415 to 1.2 TSI SE, £1375 to 1.2 TSI SEL, BlueGT, 5dr: add £630, SE Design: add £1100 to SE

Beetle - 4278x1808mm, **EURO-NCAP N/A**
DRIVER POWER POS: N/A

1.2 TSI (105)	E	47.9	10.9	137	10	£16275
2.0 TDI (110)	C	65.7	11.0	112	13	£18100
1.2 TSI (105) Design	E	47.9	10.9	137	11	£18670
2.0 TDI (110) Design	C	65.7	11.0	112	14	£20475
1.4 TSI (150) Design	G	42.8	8.3	153	18	£20705
2.0 TDI (150) Design	C	61.4	8.9	119	20	£21175
2.0 TSI (220) Sport	H	38.2	7.3	169	26	£23755
2.0 TSI Turbo Black/Silver	H	38.2	7.3	169	26	£24455

D5G: add £1460 to 1.2 TSI, 2.0 TDI (110), £1510 to 2.0 TSI (not base model), Sport: add £1820 to Design (not 1.2 TSI, 2.0 TDI (110)), Beetle Cabrio: add £2525-£3075 to hatch



Renault expects tough F1 return

■ **Palmer, Magnussen to drive**
■ **Multi-year plan to beat Merc**



Stephen Errity

Stephen_Errity@dennis.co.uk

AE RENAULT is anticipating a long road back to success in Formula One as it returns to the sport in a full works team capacity for the first time since 2011.

Speaking at a launch event in Paris last week, Renault Group CEO Carlos Ghosn said that the outfit's goal was to be back on the Formula One podium within three years.

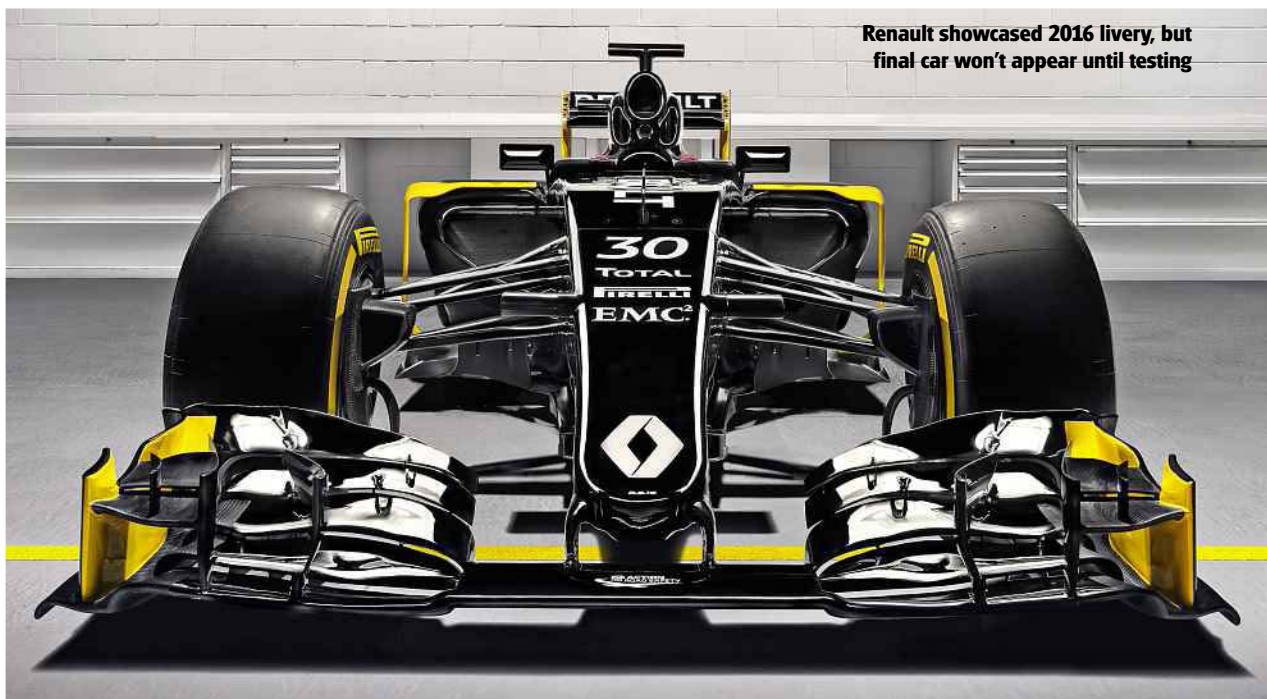
Other figures within the team spoke of a five-year 'road map' for challenging the dominance of Mercedes. The manufacturer is believed to have made a nine-year commitment to the sport in total.

The event also saw the confirmation of British GP2 champion Jolyon Palmer and former McLaren protege Kevin Magnussen as its two race drivers for 2016, joined by 19-year-old Frenchman Esteban Ocon in the test and reserve driver role.

Speaking to Auto Express, Palmer echoed management's caution about the season, saying: "It looks promising, there's been improvements to the engine from Viry [HQ in France], but it's too early to tell."

He was, however, relaxed about making his debut in the full glare of publicity that accompanies a manufacturer team, rather than a smaller outfit. "I see it as all good," he told us. "I'm in a very privileged position with Renault. I think the potential is huge; of course there's pressure to deliver, but that's true for every driver on the grid."

Palmer is the son of former Grand Prix racer Jonathan Palmer, who today owns the MSV firm that runs the Brands Hatch, Oulton Park, Snetterton and Cadwell Park tracks in the UK. Both he and Magnussen spent



Renault showcased 2016 livery, but final car won't appear until testing



■ **YOUNG GUNS** Brit Palmer (left) and Magnussen (right) will race for Renault in 2016, with Esteban Ocon as third driver

the 2015 season as test drivers – Palmer for the Lotus outfit that was bought out by Renault and Magnussen for McLaren.

Outside F1, Renault will continue its involvement in Formula E with the e.dams team and also continue to run the Formula Renault 2.0 and Renaultsport R.S. 01 series.

All these activities will be run under the new Renaultsport Racing banner, while the existing division that produces performance models for the road will now be known as Renaultsport Cars.

Kobayashi gets Toyota WEC seat

JAPANESE ex-F1 driver Kamui Kobayashi has been promoted to a full race seat at the Toyota World Endurance Championship (WEC) team, following the retirement of Alex Wurz at the end of last season.

Kobayashi, who previously filled the role of test and reserve driver at the squad, will race alongside Mike Conway and Stephane Sarrazin. His replacement in the testing role will be revealed, along with the new Toyota TS050 car, at the Paul Ricard circuit in the south of France late in March.

Toyota has also confirmed a new black, white and red colour scheme that'll be applied across all its motorsport activities from this year, including its developing World Rally Championship programme, which will make its full debut in 2017.

RACING STRIPES
New Toyota livery will be used on both WEC (above) and WRC cars



Chilton set to race for Loeb in WTCC

BRIT Tom Chilton (right) has secured a seat at the World Touring Car squad run by ex-works Citroen driver and multiple World Rally Champion Sebastien Loeb.

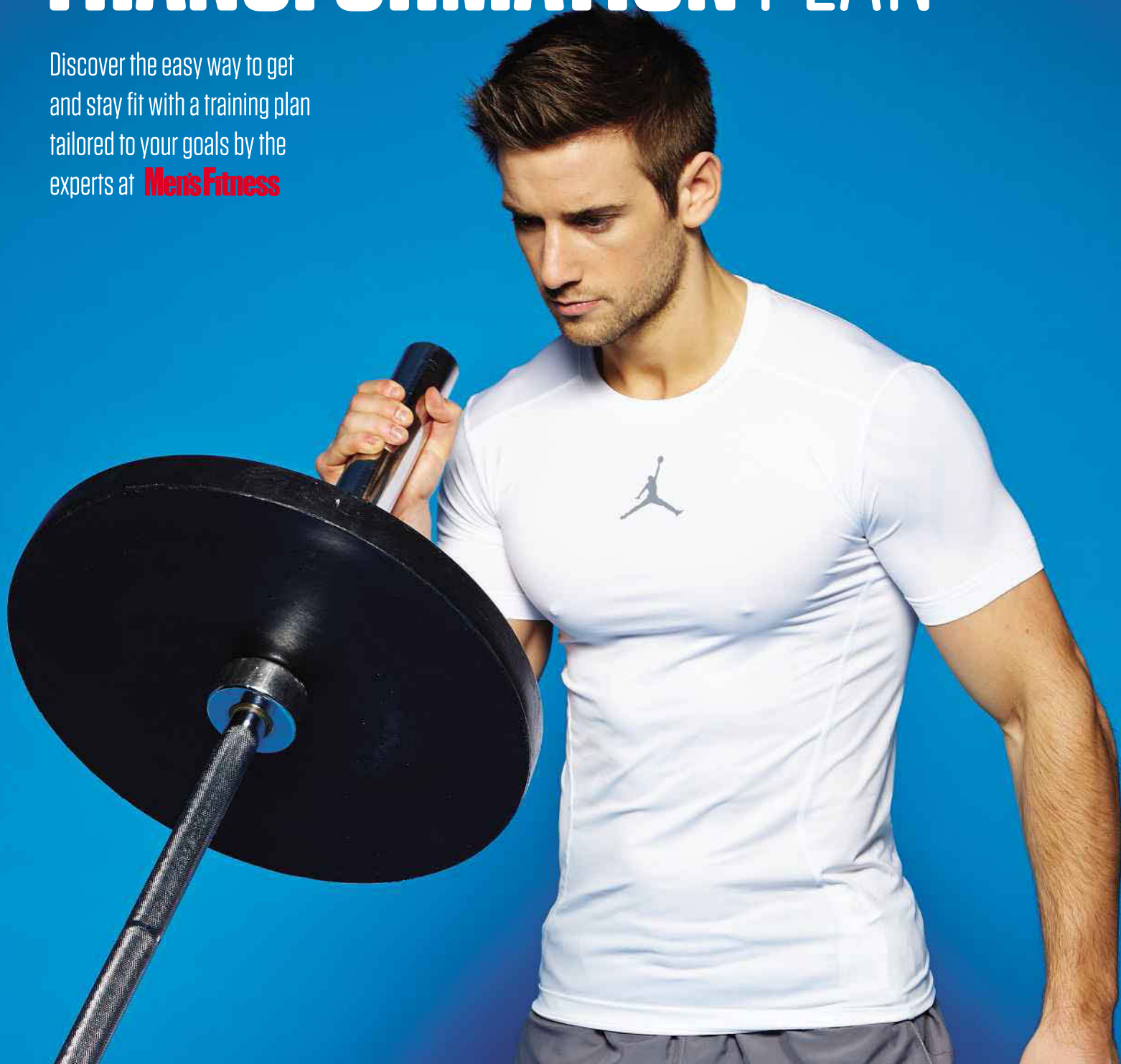
"The Citroen is a proven title-winning car," he said. "With the combination of such a professionally run team, this can only be a positive step for me."

Elsewhere, series veteran Gabriele Tarquini has been signed by the factory Lada squad, having been dropped by Honda at the end of the 2015 season.



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AE WEIRDEST car factory I've ever visited? Daihatsu's in Osaka. And the friendly staff, plus the names and designs of some of their vehicles, were wonderfully wacky, too.

Shame that the firm pulled out of Britain and mainland Europe as it was, and still is, ahead of its time in many respects. There were electric Daihatsus decades ago, the company was big on diesel long before rivals jumped on the derv bandwagon, and as I witnessed in the prototype centre in Osaka, this city car specialist has some bonkers ideas for the urban runabouts of tomorrow.

The cute, compact kei car is king in traffic-choked Japanese and other Asian cities. And clever Daihatsu does 'em better than Toyota can – thus the Tokyo giant buying the Osaka dwarf outright.

Toyota was incentivised by the prediction that the global population will grow to 10 billion within three decades, with most folk preferring urban to rural living. This means even greater space restrictions... and much smaller cars. In short, Toyota needs Daihatsu's cleverness in this area.

Japan reports that the next intended acquisition for Toyota is another highly accomplished maker of small vehicles – Suzuki, which is sending a 'thanks, not interested' message back. Suzuki is the world's eighth largest car maker and on course to take the number seven slot from Ford. It's had flings with VW and GM, but seems happiest doing what it does best – making fine, sensibly priced small cars and 4x4s – on its own.

In reality, there's no sense in Suzuki selling out to Toyota, which already has Daihatsu in its stable. More acquisitions like this and there could be accusations of a Toyota-inspired small car monopoly.

Still on global motor industry matters, Iran continues to build one million vehicles a year, still resides in the global top 20 and wants to grow as a car-producing nation. Peugeot and Renault have lately been enthusing about assisting further. As has GKN, which admitted to me that its significant contracts with Iran remain intact. True, they've been dormant in recent years, but with happier times and greater political stability in the country, those contracts need not much more than a wash and brush-up before they're fully active again.

Fingers crossed. Although Iran is only four places behind the UK in the world top 20. And we wouldn't want it overtaking us. Would we?



Mike Rutherford

Motoring's most outspoken and opinionated columnist sounds off

In traffic-choked Asian cities the kei car is king, and Daihatsu does them better than anyone... thus Toyota buying it

Do you agree with Mike?

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PEUGEOT 308

MOTION & EMOTION



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